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NAVY

GAZETTE OF THE
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THE CAMPAIGN IN VIRGINIA.

THE great Maryland raid is over, and the raiders out of the State; but the papers in the Central States are still full of narratives and telegrams of its details. Many corrections and amplifications of the original conflicting accounts have since been given. But perhaps it will not be best to review the humiliating story. The speculations about the numbers of the enemy and their various commanders, still cause hot discussion, the estimates, however, being now somewhat more assimilated, and being included between 8,000 and 40,000. Formerly the extremes were a "small gang of horse-thieves" and 125,000 men, and the commander was sometimes said to be General LEE, sometimes HARRY GILMORE. The deficiency in our cavalry probably caused the lack of information. It is consoling to know that Richmond has had as absurd stories afloat as we, repeating our canards of the capture of Baltimore and Washington.

Before the battle of Monocacy, the enemy had had free course to gather up large stores of forage, grains, bacon, horses, cattle, hogs, groceries, clothing, shoes, and supplies of many sorts, including some forced contributions of money, of which the \$200,000 extorted from the town of Frederick was the chief. The affair at Monocacy was the first and only persistent attempt to oppose the raid, and that proving a bad defeat, it settled the question that the raiders might go on to the environs of the capital. They did so almost unmolested. But at length the spectacle of so long a raid through so many miles of our lines, and to the very gates of Washington, while we had been claiming to enclose the enemy as by an anaconda coil,—undertaken, too, by a force whose size had never been thoroughly tested and found out—aroused our men. That sharp attack from Fort Stevens was attempted, which at once ended the raid. The Rebels made their way back to Virginia in quiet, in the region of Edward's Ferry and farther up the Potomac, carrying their booty with them. Our people began to repair their broken railroads again, and on the 19th of July, the first trains passed over the Northern Central and the Philadelphia and Baltimore. The Baltimore and Ohio will be equally repaired in less than a week. A great many conflicting telegrams, including four in one day each flatly contradicting the other, came from Philadelphia, regarding the status of the Gunpowder Bridge, after the Rebels assailed it. It was finally settled that the bridge was partially burned, as stated in our record. The raiders have pursued their homeward journey with the leisure which characterized their advance. But a report has come that last Monday General CROOK overtook a party of the enemy at Snicker's Gap, which lies south of Harper's Ferry and west of Leesburgh, and recaptured some wagons and took some prisoners, after a sharp fight. The wagons were said to be over three hundred in number, laden with grain. It is to be hoped this news will be confirmed.

ON Wednesday, the 20th, General AVERILL met the enemy under EARLY, in front of Winchester, and defeated him, inflicting a loss of over 300 killed and wounded, and capturing four cannon, several hundred small arms, and about 200 prisoners. The enemy's loss in officers was heavy, and included General DILLEY and Colonel BOARD. EARLY's force was reported to be over five thousand, and BRECKINRIDGE, with the remainder was supposed to be at Millwood, having separated from EARLY the preceding night. The captives were sent to Martinsburg.

AT PETERSBURGH.

Another week of quiet is the record of the Army at Petersburg. The demonstrations of musketry and artillery have been less frequent than before, though by no means entirely suspended. The chief firing has continued to be on the right and right centre, where our lines are still pushed forward, and whence the enemy's town and batteries are persistently and monotonously shelled. The line has not been materially changed, except by the departure of a portion of the Sixth corps from the left to Maryland. On the 7th, about daylight, a party of our men set fire to the wheat shocks on the Turkey Island and Curl's Neck plantations, on the James. The fire rapidly spread beyond the fields, and caused considerable destruction in the neighboring region. The demonstration on Friday, the 8th, has been already recorded. On Sunday, thirteen railroad trains were reported to have passed between Petersburg and Weldon, which shows that the Weldon road has been fully repaired, since WILSON's raid, and is possessed by the enemy. Trains have run unmolested since. Indeed, it is clear that our forces have been withdrawn from the entrenchments which the Sixth corps threw up so vigorously on their march to Reams' station, to relieve WILSON, and that our lines have been considerably contracted on the left. On Monday, the 11th, there was considerable cannonading in various parts of the line. A Rebel shell entering the tent of Colonel DAVIS, of the Thirty-ninth Massachusetts, in rear of the Fifth corps line, exploded and killed him. A slight, but refreshing, shower fell in the evening, and cooled the air. The same day, 50 men of the Tenth Connecticut, and 70 of the Third Pennsylvania Artillery, under Lieutenant CHAMBERS, crossed the James below Dutch Gap, and proceeded to Cox's farm, where they destroyed the signal station, two mills, two barns, a blacksmith shop, and some hay, grain, and agricultural implements, and captured a torpedo, with two hundred pounds of powder belonging to it. At daylight on Tuesday, the entrenched outpost of the enemy was attacked by a charge, the force defending it routed, and fourteen men, including a lieutenant, captured. The enemy's force was probably equal to our own.

On Tuesday evening, the 12th, some detachments from FITZ LEE's cavalry met a part of GREGG's command near Lee's Mills, fourteen miles southeast of Petersburg. The affair was insignificant, but we lost about thirty prisoners. Our forces had been reconnoitering towards Reams' station, but were withdrawn, on finding the enemy alert. During the day the enemy, also, had been manoeuvring a little along the Jerusalem road, and at night the Second corps was temporarily massed near the Williams House. But nothing important occurred except the cavalry brush. The rest of the line was unusually quiet. On Wednesday, the same suspicious movements on our left were noticed, but nothing resulted. There was desultory skirmishing and shelling on the right of the

line, and, on the James River our transports were fired into from a light battery, moved about for that purpose by the enemy. Our gunboats silenced it. A force of four or five detached squadrons of cavalry, recently dispatched towards Suffolk, returned, without meeting any of the enemy. On Thursday and Friday, the 14th, the enemy's firing on our transports was continued, two or three propellers being slightly damaged thereby. On Saturday, at an early hour, a light battery of Whitworth guns opened from near Haxall's Landing on the *Mendota*. The gunboat suffered a loss of eight killed and badly wounded, and was then withdrawn, after a brisk fight. The battery then opened on FOSTER's pontoon bridge, but did not hit it. General FOSTER's headquarters were shelled. Later, Generals GRANT and BUTLER made an inspecting tour in a small gunboat, and became exposed for a short time to the fire of the battery. This battery continued to blockade the river all day, and became engaged with our gunboats. The same day, Captain FITCH landed with about thirty men, near Malvern Hill, and had a skirmish with some of the enemy's scouts. The next morning he again landed, and discovered and captured twelve torpedoes. On Monday and Tuesday, the mortar and cannon practice continued in about the ordinary manner. In spite of the heat, rendered more severe by the unparalleled drouth, work on the entrenchments went on.

SHERMAN'S OPERATIONS.

WE have official advices this week that General SHERMAN has crossed the Chattahoochee, and that the inhabitants of Atlanta are coming to the conclusion that JOHNSTON has carried the "drawing on" business beyond the point which they consider prudent. The enemy succeeded in carrying their trains with them in their retreat from Kenesaw Mountain and Marietta, and we have no captures to record in the way of munitions and supplies. Many prisoners are reported to be taken—stragglers, most of them, no doubt.

Our forces occupied Marietta early on the morning of July 30, the enemy having withdrawn from Kenesaw Mountain during the previous night, uncovering the city to our advance. The defences about Marietta were discovered to be too strong for assault, but the flanking movement by the Twenty-second corps on the left, gave them to us without further bloodshed. In the pursuit of the enemy, HOWARD's corps, the Fourth, advanced along the railroad, the Fourteenth corps, PALMER's, to the right, on a road parallel to the railroad. Still further to the right beyond PALMER, HOOKER's corps pushed on to within three miles of the river. After some reconnoitering, the main body of JOHNSTON's army was found to have crossed the Chattahoochee, HARDEE's corps remaining on the north side at the railroad, to dispute our advance. HARDEE occupied a strong entrenched position in a bend of the river, called the Peninsula, his left and left centre covered by the unfordable Nickajack Creek. The occupation of this point held our troops in check for a time, and enabled the Rebels to withdraw their materiel. Preparations were soon made, however, for flanking them from it.

Holding the position in front of HARDEE, with a force sufficient to ensure concentration there, a portion of the Army was sent further up the river, to effect a crossing and turn the right flank of the enemy. The movement was made so rapidly that the Rebels appear to have been taken by surprise, and but feeble resistance was made by their cavalry. Taking advantage of the position thus acquired, our cavalry

were sent out to operate on the railroad east of Atlanta and beyond Decatur, thus cutting off the retreat of JOHNSTON and the withdrawal of his stores in that direction. The main body of our Army was reported at last advices to be within ten or twelve miles of Atlanta. Now, that he has passed beyond the mountains and in the open country, SHERMAN will be able to manoeuvre with more freedom. The Rebels seem to fix their main hope for circumventing him upon interfering with his attenuated line of communications, and there is danger of this, as we fear they have disturbed the passage of trains too much already to enable him to accumulate any amount of stores. It is in this connection that the defeat of FORREST, reported this week, assumes its chief importance. If our cavalry are able to hold the Rebel horsemen in check, and maintain even partial railroad communication with Georgia, the fall of Atlanta is assured.

The War Department are reported to have received dispatches from General SHERMAN on the morning of the 21st, announcing that our lines were assaulted by the enemy on Wednesday, the 20th. Each assault was repulsed with small loss to us, our men fighting behind entrenchments. The loss to the more exposed enemy was heavy. It would thus seem that JOHNSTON had been brought to bay at Atlanta, though he may be only anxious to gain time for another movement South.

MINOR OPERATIONS.

OFF CHARLESTON.

On the night of Friday, the 1st of July, an expedition, comprising all three arms of the service, and under the personal superintendence of Major-General FOSTER, quietly and secretly left Hilton Head in transports, and proceeded to Seabrook's Island, in the North Edisto River, which it reached the next morning. The propeller *Collins* and steamer *Wyoming* were damaged on the breakers in Port Royal Harbor, the former being compelled to put back to the shipyard. On Saturday afternoon, about 5 o'clock, General HATCH landed the commands of General SAXTON and Colonel DAVIS, and marched about six miles to a place called Haulover Cut. A dozen Rebel pickets were seen, and a few shots sent after them. Having halted till Sunday afternoon, General HATCH then crossed the cut to John's Island, and travelled by easy stages to a point a few miles south of Legareville, and there bivouacked on Monday. There was some skirmishing during these advances, in which our loss in killed and wounded was small.

Meanwhile, on Saturday evening, a column, under General BIRNEY, moved up the North Edisto in transports, and disembarked at White Point, his landing being covered by the gunboats. According to General FOSTER's plan, BIRNEY was to penetrate the country at once as far as practicable. He marched, however, only about two miles, and then bivouacked. Next morning he started inland again, on the road to Adam's Run, and, after marching about five miles, was fired on by a field battery. There was some little firing between the battery and gunboats, but the troops were soon drawn off and returned to Stono River. On Saturday morning, General SCHEMEL-FINNIG crossed from Folly Island to James Island with his command, and advanced, with some skirmishing, towards a Rebel battery. Here the enemy opened on him with canister from two brass pieces, and created some confusion. But Lieutenant-Colonel HARTWELL's Fifty-fifth Massachusetts (colored), gallantly charged through our retreating forces, rushed over the parapet, and captured the two cannon with the loss of only from thirty to forty men. The total loss was perhaps not more than sixty or eighty men. The troops were subsequently withdrawn from the position they had carried.

On Saturday night also a bold attempt was made to seize Fort Johnson, on the northern end of James Island, by crossing Morris Island. The advance, a part of the Fifty-second Pennsylvania, landed, but the boats with the remainder of the troops grounded on the shoals. The advance gallantly dashed at an entrenched one-gun battery, defended by a part of the Second South Carolina Artillery, and took it in a brilliant charge, capturing the Brooke gun, and dispersing the enemy. The gallant Colonel HOYT then pushed his men against Johnson, but, according to the *Charleston Mercury*, was "received with a terrific fire by the light and heavy batteries on the line." Of course our handful of men could do nothing against

this fire, and moved to the boats. The enemy, however, succeeded, by pushing out a considerable force, in cutting off Colonel HOYT, five officers, and 132 men, and recapturing their gun. The remainder of our force was withdrawn, the daring assault having failed. On Monday and Tuesday the *Pawnee* and *McDonough*, with the monitors *Lehigh* and *Montauk*, vigorously engaged Battery Pringle from the Stono River, and the shelling of the City and its defences has since been vigorous. On the 9th, the enemy attacked us on John's Island, but suffered a loss, according to his own official report of "over one hundred killed and wounded." At evening, however, our forces were moved again to James and Morris Islands. On the 11th, our forces unsuccessfully assaulted Battery Simpkins. It is clear that a demonstration of importance is making by General FOSTER.

THE WEST AND SOUTHWEST.

On the third of July, General DENNIS moved out from Vicksburg, with a force of about 3,000 men, towards Jackson. General SLOCUM took charge of the expedition at Champion Hills. Jackson was easily occupied on the 5th, after a hot march, the enemy being flanked and driven beyond it. On the evening of the 6th, the troops were withdrawn from the city again. A telegram to the *Richmond Examiner* says: "No private property was destroyed. The object of the expedition was to destroy the railway between Jackson and Canton." On the withdrawal, the enemy attacked our column in front, but were pressed back sufficiently to give our men the road to Vicksburg. Near Clinton, the next day, our rear was twice vigorously assailed, but the enemy was repulsed by a Chicago battery and the Eleventh Illinois. Our loss during the rather hazardous expedition was something over 150. The enemy's loss was about 200; among whom was General GHOLSON, severely wounded. A telegram to Mobile also states that "six captains were killed." Their whole loss was more severe than our own, but the expedition does not appear to have accomplished much. It was conducted with unusual order and soldierly decorum, and without any disaster. Another force coöperated from Rodney, Miss., consisting of two negro regiments. This force was checked by a superior body of Rebel cavalry, and after a hard fight on the 5th, and a loss of about 150, returned to its boats, and abandoned the attempt to push on. Several days after, General SLOCUM, reorganizing his command, again penetrated Mississippi in greater force.

WILSON's Second brigade of GRIERSON's cavalry has been skirmishing continually with RODDY's cavalry, between La Grange and Corinth. RODDY's headquarters were reported at Corinth, FORREST's at Tupelo, S. D. LEE's at Meridian, and BUFORD's at Ripley. On Saturday the 2d, there was a skirmish near Sansbury, and our picket line was driven in, but subsequently reestablished, the enemy suffering some loss. A large force is said to have captured the Federal stockade at Brownsboro', on the Memphis and Charleston Railroad, with a part of its garrison of 100 men. Our pickets were also driven in at Huntsville, a few miles distant. This, however, is a strong place, and cannot be taken, unless the enemy should number six or eight thousand men at least. For some time travelling has been dangerous on parts of the Memphis and Charleston Railroad. A train was fired into near Colliersville on the 23d of June, and two soldiers killed, eight wounded, and five captured. A few guerrillas were operating about five or six miles south of Nashville, on the road and railroad, on Friday, July 15th. The great news from this region, however, is the exploit of General A. J. SMITH, who left La Grange, with the commands of Generals MOWER and GRIERSON, on the 5th of July, to find and engage FORREST. The enemy, reported to be under Generals FORREST, LEE, and WALKER, was encountered just beyond Pontotoc on the 13th, badly whipped on that day and the two following, and driven beyond Tupelo. General SMITH says, "Our loss is small, compared to that of the Rebels. I bring back everything in good order." General FAULKNER and Colonel FORREST of the enemy are reported killed, as was Colonel WALKER of our side.

At daylight of the 24th of June, the steamer *Queen City*, while off Clarendon, Ark., in the White River, was attacked by a large force of the enemy, under General SHELBY, with four pieces of artillery, and, after a sharp fight of half an hour, in which she was en-

tirely disabled, she surrendered. Our loss was about forty men. Twenty-three escaped by swimming. The steamer was blown up by her captors, after hastily removing her stores and arms, as a reinforcement of three gunboats, the *Tyler*, *Faun*, and *Naumkeag*, were observed bearing down on the *Queen City*. A rapid engagement followed, during which our gunboats ran by the battery, and, turning, raked it badly, driving off the enemy, and recapturing one of the *Queen City's* guns and a part of her ordnance stores. Our gunboats then returned to Duval's Bluff, and communicated with General STEELE, at Little Rock. The latter at once sent out General CARR, with four cavalry regiments, to Clarendon, by transports. On the 27th, General CARR, having proceeded to the interior, encountered the enemy under SHELBY in a severe battle, between Sheridan and St. Charles, and totally defeated him, capturing 200 prisoners, including 18 officers, and several guns. Our loss was about 200, while that of the enemy was reported twice as great. The command then returned to Clarendon, from which it had marched thirty miles. The design of the enemy is to cut STEELE's communications by blockading White River. This victory did much to diminish the fear of a siege at Duval's Bluff and Little Rock. SHELBY had not yet returned to Clarendon, at latest advices, and MARMADUKE, with 6,000 men, was ten miles below Napoleon. On the 22d of June the garrison at White River Station was suddenly attacked by a regiment of the enemy, who were beaten off by the help of the gunboat *Lexington*. Our loss was only six men. The enemy's was rather greater. The day previous, a cavalry regiment of the enemy was repulsed from Pine Bluff with some loss. Considerable skirmishing had also taken place at Brownsville, on the railroad.

Guerrillas in Missouri have become exceedingly troublesome. THORNTON's men, 150 strong, captured Platte City, garrisoned by 70 "Pawpaw" militia, who surrendered without resistance, and some of whom joined the enemy. Parkersville and Huntsville were also captured, and these and several other towns robbed. The Missouri River has been blockaded above Jefferson and below Kansas City. Colonel FORD has been pursuing the guerrillas in every direction, but they are still strong.

BUCKNER was reported to be moving into Kentucky, by way of Pound Gap, with a force estimated at from five to fifteen thousand men. But the report was quickly contradicted, after exciting some alarm. During the latter part of June there was much brigandage by guerrilla parties in many counties in the State. But of late Kentucky has been more quiet.

MR. LANCASTER'S POSITION.

We have already noticed the question whether any claim on our part against neutral governments can arise out of the action of private vessels, in rescuing the crew of the sunken *Alabama*. Of the various inquiries suggested by the circumstances of the case, this is of the most immediate and practical importance. It is not, however, one which calls for the judgment and action of any official of the naval service, whatever may be the duty of the Government and its diplomatic agents. For the purposes of this particular case, it may be idle now to inquire what rights Captain WINSLOW had at the time of the escape of SEMMES, and some of his officers and crew, by means of the *Deerhound* and French pilot-boats, or to what extent he might have vindicated those rights by using force against those vessels. But the circumstances of this case may be paralleled in some future engagement, and every naval officer may naturally inquire not only what was done by the parties, lawfully or otherwise, but what might have been done lawfully which was not done.

As we have said before, we think the victorious belligerent might have chosen that the whole ship's company of the *Alabama* should undergo the alternative of death by drowning, or of becoming prisoners of war on board his own ship. We think this very important proposition cannot be successfully controverted. The danger of perishing by drowning, in case the victorious adversary, in pursuing his success, should not have time—we may go further and say, should not have the fullest disposition—to rescue his enemies in such circumstances was, it seems to us, a legitimate peril of battle, as much as the risk of death while the combat was in progress. The continued presence of the successful belligerent, with apparent power and

will to follow up the destruction of the vessel by securing the persons of his adversaries, as one of the legitimate fruits of the victory, sustained the relation of belligerent enemies between the victor and vanquished, and debarred the spontaneous exercise of humanity by a third party.

In his justification of his action, in his note addressed to the *London News*, June 27, Mr. LANCASTER gives it as his "own opinion that a man drowning in the open sea cannot be regarded as an enemy, at the time, to any body, and is therefore entitled to the assistance of any passer-by." A proposition so general, which leaves out of view the probable alternative of capture, and the fact that the destruction or capture was the legitimate consequence of the battle, has no force in the argument. The pursuit of the persons engaged may be equally important with the destruction of the vessel, and is a right of the belligerent. A neutral vessel, voluntarily present within what we have called the temporary belligerent jurisdiction of the scene of battle, which should on mere impulse of humanity remove the persons of the vanquished from the water to her own deck, would thereby, it seems to us, make her deck as much the place of legitimate pursuit and capture as the water had been. We do not think that a previous surrender of the sunken ship would affect the question as regards the neutral party; nor do we adopt the idea, which Captain WINSLOW advances, that the *Alabama's* men floating on water were his prisoners, or in his custody in virtue of the surrender. The act of the neutral, in the case supposed, should not be regarded as a rescue of prisoners, but rather as an interference in the battle, as much as if aid had been given to a combatant during the fights.

We do not mean to assert, as a universal principle, that in no case may a neutral vessel become the means of securing the life and liberty of persons thus forced to abandon a sinking combatant. The course of a battle between steamers might bring them into the immediate vicinity of becalmed neutral sailing vessels, and if some of the engaged ship's crews, who should, by the adverse fortune of the battle be thrown out upon the waves, should succeed in reaching the side of such vessels, and be assisted on board, it would, we may concede, be a legitimate escape from capture. But we hardly think that a boat from the defeated vessel could, with its occupants, receive shelter from the enemy's pursuit on board such neutral vessel. Again, if the victorious party should be so crippled as to be unable to follow up the pursuit of men thus floating between life and death upon the fragments or in the boats of the sunken ship, they would not, if rescued from that situation by a neutral vessel, be any less secure from belligerent action than the proper crew or passengers on board such neutral. A neutral who should under such circumstances deliver up the rescued to the victorious party, would, as we view it, make himself a belligerent ally of such party, and, to a certain extent, be guilty of want of faith towards the rescued, as not having any right to assign conditions to the rescue, nor any power to dispose of their liberty by reason of any indebtedness to him for their lives.

The English and French accounts endeavor to make it appear that the *Kearsarge* was unable to get out her boats in time to secure alive the majority of those left on the water when the *Alabama* sank. But according to Mr. LANCASTER's own letter, of June 19, to the *London Times*,* he rescued only forty persons in all, many or most of them perhaps, taken out of the whale-boat and dingy of the *Alabama*, and then made off, while the *Kearsarge* secured in all seventy persons, most of whom it would appear from this, had been picked up after the *Deerhound* had got out of the way.

But the peculiarity of this case arises out of Mr. LANCASTER having been requested by Captain WINSLOW to assist in saving the lives of his enemies. Captain WINSLOW has not, we believe, made any statement as to the actual extent of this request. Mr. LANCASTER, in his letter of June 27th, to the *London*

News, says, that Captain WINSLOW called out, "For God's sake do what you can to save them." Now, as we have said, we do not think the persons referred to could, as between their antagonist and a third party, be considered as prisoners by reason either of their defeat or of any surrender, and Captain WINSLOW could not expect Mr. LANCASTER to regard them as prisoners because they might become such through his own instrumentality. The question is, Did the neutral interfere with the belligerent right of pursuit and capture? We think the permission given by Captain WINSLOW's request compels us to answer the question in the negative; that, consequently, the neutral jurisdiction on board the yacht and its boats, though on the scene of battle, was preserved as against the belligerent jurisdiction, and that the persons rescued from drowning must be taken to have been secure on board the *Deerhound*, as to any lawful action on the part of our own ship, and we do not see how the owner of the neutral vessel could honorably have exercised any control over their persons himself, or could have been expected to sanction the use of force against them by any one else.

As Captain WINSLOW in his correspondence with M. BONFILS admits that he "allowed, through humanity," certain French pilot-boats to save some of the *Alabama's* crew, the same reasoning may apply to them. It might be a question, however, in a similar case, whether ordinary boats, such as small fishing-boats, skiffs and sail-boats, which might be supposed to have been present in view of some chance of profit, could in like manner claim to represent neutral soil, and whether such boats should not be considered as making themselves the agents of the successful party.

There is also a distinction among the persons carried away by the *Deerhound* which we have not seen noticed in any communication on the subject. It seems to have been an oversight on the part of Captain WINSLOW to have allowed the crew of the *Alabama's* boats which came over to the *Kearsarge*, either to bring wounded or to request assistance, to go off again. He might have ordered them all on board his own vessel, and sent the boat out manned by his own crew. As it was, the officers in command and probably the whole boats' crews got off to the *Deerhound*.* It appears that there were at least two of the *Alabama's* boats afloat and containing men. The men on these boats were not in danger of drowning. The request made of Mr. LANCASTER to save life did not apply to them. All those in these boats would have been prisoners to the *Kearsarge*, but for their being taken on board neutral vessels. It was the duty of Mr. LANCASTER to have refused to receive those on the *Alabama's* boats, and, so far as he may have received them, it seems that he interfered with the belligerent jurisdiction. It does not appear how far this occurred. It seems probable that some of the *Alabama's* officers abandoned their own boats on the water, getting into those of the *Deerhound*, and leaving the sailors for the most part to their fate; and those thus rescued from pursuit might not afterwards have been distinguishable from those saved from drowning. Mr. LANCASTER, according to his own account, hurried off with SEMMES, thirteen officers and twenty-four of the crew, leaving the far greater number, consisting almost entirely of his own countrymen, to what he represents as the tardy and feeble mercies of Captain WINSLOW.

It would not be wise to regret that Mr. LANCASTER thus got out of the way, without relying for peace and quiet upon that "reflection," which he supposes Captain WINSLOW to have entertained, whether Commodore WILKES' action in the case of the *Trent* "would bear repetition." The question whether he should or should not use force against the *Deerhound* would have been a very embarrassing one for Captain WINSLOW, in view of the heavy responsibility which would have been charged upon either course. We think the law was not at any rate so clearly against Mr. LANCASTER as Captain WINSLOW and most of our public seem to have supposed; though the Captain could hardly

have been blamed if under the excitement of such an action he had failed on a moment's notice to distinguish the nice limits of belligerent rights and neutral obligations.

JOMINI'S LIFE OF NAPOLEON.*

In a former notice, we took occasion to praise the very handsome style in which Mr. VAN NOSTRAND has published this valuable treatise. The clear, white paper and generous margins will be appreciated by all readers. The type and binding and other details are equally creditable. Besides the four stout octavo volumes, a fifth contains a handsome and accurate Atlas of 60 maps and plans of battles, it being a republication of A. K. JOHNSTON's maps, mostly compiled from the original of JOMINI. These maps illustrate the regions occupied by the troops in all the most important battles which the main work criticises, and not only are the lines of the contending parties precisely set forth in different colors, but the three arms are also carefully distinguished. These maps give the various great Napoleonic battle-grounds, and sometimes two views of a single battle, with the changes of position, from the affairs at Lonato and Castiglione in the summer of 1796 to the four battles at Ligny, Quatre Bras, Waterloo and Wavre, which, in as many days, from the 16th to the 19th of June, 1815, forever set at rest the greatest military genius of our Christian Era.

General HALLECK's translation was the leisure military study of a seven months' voyage round Cape Horn in 1846, at which time he was ordered to California on duty in the Engineer corps. The great need of military works at the present time has brought this early labor to the press. The translation is almost literal, a few paragraphs only being slightly condensed, as wanting interest to the American reader at the present time. How grateful a contribution to military literature this is, may be estimated from the fact that it is the first rendition into English of the work. "No English translation of his *Life of Napoleon* has ever been published," says the Preface, "and it is very difficult to procure a copy in French." Probably, however, our readers will remember that the part relating to the campaign of Waterloo, and which is called by General JOMINI the 22d chapter of his *Vie Politique et Militaire de Napoleon* has already been given to this country by the same publisher.†

The notes of JOMINI, in this edition, are nearly all embodied in the text, while those which appear now at the foot of the pages, are appended by General HALLECK. The translator has manifested a disposition to refrain from profuse annotation of his author. All the notes are required, and, indeed, some readers might fancy that the translator has been too chary of his own observations. The leaning, at all events, is to the proper extreme, since nothing can be more disagreeable than a thin volume of text, overlaid with a heavy mass of commentary. The notes of General HALLECK may be stated as principally historical, biographical, and explanatory, seldom critical. They will prove of important assistance in the useful perusal of the work. It may be added that this work is carefully laid out under sub-heads. While this method in a book simply for consecutive reading is unendurable, in a work of reference, like the present, it is of great convenience.

The mode in which this great military treatise is written, is sufficiently Frenchy. First comes a prologue, in which the Elysian Fields are supposed to be resounding with the events of the nineteenth century. The shades of statesmen and slain heroes had carried different versions of NAPOLEON's battles to Elysium, and all the inhabitants were waiting with impatience a correcter account from NAPOLEON himself. At length, "already homicidal Fate seizes her scissors, * * * inexorable Atropos cannot suffer so noble a 'victim to escape.'" ALEXANDER, CÆSAR, FREDERICK, followed by a great concourse, press forward, and to their questions NAPOLEON replies. Accordingly the book is written in the first person, JOMINI assuming to relate the events of the EMPEROR's reign as an autobiographer. There is one curious circumstance connected with the form of narrative. The manuscript of the Waterloo campaign, which forins the last, and, to our mind, the most interesting chapter of the work, had unfortunately been mislaid, and JOMINI was "compelled to supply its place hastily and somewhat 'incompletely.'" Afterwards recovering the original, he brought it out, presenting it, however, in his own name, instead of causing the recital to be made by NAPOLEON. The curious reason or "powerful motive" assigned for this course, is thus stated in the words of BENER's translation:—"It is, that the rapidity of the EMPEROR's fall, and his 'exile, preventing him from procuring accurate information of what had occurred, not only in his Army, but also in

* In this letter Mr. L. says, "At half-past twelve observed the *Alabama* disabled and in a sinking state. We immediately made toward her, and on passing the *Kearsarge* were requested to assist in saving the *Alabama's* crew. At ten minutes to one, when within a distance of 200 yards, the *Alabama* sank. We then lowered our two boats, and with the assistance of the *Alabama's* whale-boat and dingy, succeeded in saving about forty men, including Captain SEMMES and thirteen officers. At one P. M. we steered for Southampton. I may state that before leaving the *Kearsarge* she was apparently much disabled. The *Alabama's* loss, so far as at present ascertained, in killed and wounded, &c., was as follows, viz.: One officer and one man drowned, six men killed, and one officer and sixteen men wounded. The *Kearsarge's* boats were after some delay lowered, and with the assistance of a French pilot-boat, succeeded in picking up the remaining survivors."

* An officer of the *Kearsarge* in a communication to the *London Star*, says:—"The *Alabama* veered around, showing her port side, heading with the *Kearsarge*, and a boat was seen approaching from her. An officer of the *Alabama* who declared himself to be an Englishman, boarded us, surrendered the ship and asked our immediate aid, as the vessel was rapidly filling with water. We lowered our boats, as stated in the log, and permitted this Englishman and some half dozen other officers in other boats to return to the rescue of the drowning crew of the *Alabama*. These officers verified their reputation for honor by picking up one or two of their crew and deserting the rest of the poor fellows and their boats, and escaped, some on board the yacht and some on board the yacht's boats."

* *LIFE OF NAPOLEON*. By Baron JOMINI, General-in-Chief and Aid-de-Camp to the Emperor of Russia. Translated from the French with notes, by H. W. HALLECK, LL.D., Major General United States Army. In four volumes—with an atlas. New York: D. VAN NOSTRAND.

† *THE POLITICAL AND MILITARY HISTORY OF THE CAMPAIGN OF WATERLOO*; Translated from the French of General Baron de JOMINI, by Captain S. V. BENER, Ordnance Department, U. S. A. New York: D. VAN NOSTRAND. This was the second edition, published in 1862. The first had been brought out nine years earlier.

"that of his adversaries, he had, at St. Helena, composed narratives, with which a disinterested historian could not entirely concur, so that it would have been necessary to make him utter things of which he had judged altogether differently." General HALLECK retains the autobiographical form of the whole work, accepting the brief narrative of the campaign of 1815, which first appeared, but incorporating the substance of the more elaborate lost manuscript, subsequently published, while preserving the spirit and character of the previous one.

Hastily reviewing the early history of NAPOLEON, JOMINI then proceeds with a full, clear, and careful political and military account of the EMPEROR's career. The literary style of the work is lucid and straightforward, even when treating of abstruse points. It is indeed singularly clear and perspicuous; though, perhaps, a part of the merit results from the fact that this volume is not so much a technical book for professional instruction as a historical work for more universal perusal. It is less scientific, in one sense, than the *Treatise on Grand Military Operations*, and the *Wars of the Revolution*, which preceded it, or than the several works on tactics and strategy which have followed it. But its marked superiority in critical commentary, as well as elegant narrative, will always make it a standard military authority. Its terse and vigorous, and sometimes almost epigrammatic style, make it pleasant, as well as profitable study. The boldness of the criticism and the mastery of the art of war which it denotes, at once charm and instruct the reader. The anecdote of JOMINI, which General HALLECK repeats, gives some idea of his intuitive knowledge of strategy:

Having been summoned to the Imperial headquarters at Mayence, at the beginning of the campaign of Jena, NAPOLEON said to him, "I am delighted that the first work which demonstrates the true principles of war, has appeared in my reign. No work like yours is taught in our military schools. We are going to fight the Prussians. I have called you near me, because you have written on the campaigns of FREDERICK THE GREAT, because you know his army, and have studied the theatre of the war."

JOMINI asked for four days to get his horses and equipages from the headquarters of Marshal Ney, and added that he would join his Majesty at Bamberg.

"Why at Bamberg?" said the Emperor. "Who told you that I am going to Bamberg?"

"The map of Germany, sire."

"The map of Germany, sire," said NAPOLEON.

"Yes, sire; but it is probable that your majesty will make against the left of the Prussians the same manoeuvre which was made at Donawerth against the right of MACK, and by Saint Bernard against the right of MELAS."

"Very well," said NAPOLEON, "go to Bamberg, but don't say a word about it; no one should know that I am going to Bamberg."

Having brought NAPOLEON to the end of his career, the author closes his work with the following splendid epilogue:

No sooner had NAPOLEON ended his recital, than his illustrious auditors declared, with unanimous voice, that although he had failed in the execution of his vast projects, he surpassed them all in his force of genius and greatness of soul.

Such in particular eulogized those traits which most resembled his own:—ALEXANDER praised NAPOLEON for his generosity to his conquered foes; CESAR admired his having built up an empire out of the scattered fragments of public liberty, and established his power with legions destined to defend that liberty; FREDERICK applauded his spirit of order and economy, and was particularly pleased at seeing his own system of war receive such new and extensive developments.

From that moment the four heroes became inseparable, and their conversation formed an inexhaustible source of political and military instruction, and constitutes the principal charm and delight of the illustrious shades who inhabit the fields of Elysium.

JOMINI is still living, at the age of 85 years. An account of his life and writings is prefixed to the work of General HALLECK, and is of great interest. Having fought through a considerable part of the campaigns of NAPOLEON, and enjoyed the EMPEROR's friendship, it has been his lot to write the finest military history of his career. It is now thirty-seven years since the life of NAPOLEON was published, and since then a vast number of military writers and critics have appeared on the field of literature. JOMINI's various works, however, have stood the test of time, and are at this moment more widely studied, probably, than those of any of his now numerous military contemporaries.

THE FATE OF THE ALABAMA.

WHAT IS SAID OF IT AT THE SOUTH.

[From the Petersburg Express, July 12.]

Every Southern heart must glow with pride over the accounts given of this battle by the British and French papers, and at the attentions paid to Captain SEMMES upon his arrival at Southampton. He was received with a cordial welcome, and everything done on the most liberal scale that could contribute to his comfort and enjoyment. Ever since he has been in command of the *Alabama* he has been a great favorite with the English people, who have never failed whenever they had the opportunity to testify their admiration of him. If they could have their way he would have a fleet of *Alabamas* in sixty days with which to retrieve and maintain his supremacy over the Yankees on the ocean. We see it stated that preparations were being actively made to provide for him another and superior war steamer, but whether he will be gratified with this new command is extremely doubtful.

Thus has ended one of the most famous naval fights between single vessels that has occurred this century. The Yankees gained the victory, but there is nothing in it worth boasting about, except that they have got rid of the *Alabama*, which played such havoc with their commerce. She will trouble them no more, for she reposes quietly in the dark depths of the ocean, from which she can never rise. But other *Alabamas* may succeed her, and, under the auspices of this renowned and intrepid SEMMES, resume, with a more destructive energy, the career of their great predecessor.

There is one circumstance about this engagement in the British Channel that is worthy of a passing notice. It is

the first, we believe, which has happened between two men-of-war in which the power of steam was to be tested. Not that we know of since the application of this element to naval craft has there been a mutual trial of its efficacy. The case of the *Merrimac* and the *Monitor* was a similar one, but not exactly the same, both of the latter being heavy iron-clads and different structures entirely from the *Alabama* and *Kearsarge*.

From the Richmond Dispatch, July 13.

Captain SEMMES says that WINSLOW had covered his ship with chain armor, and then nailed planks over it, to give it the appearance of a wooden ship, while, in fact, it was an iron-clad. After learning this, we no longer wondered at the instantaneous promotion of WINSLOW. It was meet and proper, and altogether in keeping, that an infamous Government should reward an infamous renegade for perpetrating the most infamous fraud that was ever practiced upon the high seas. A reward from LINCOLN would be a disgrace to any man who was not already beyond disgrace. Had such a foul advantage been taken over one knight by another in the days of chivalry, the perpetrator would have had his spurs hacked off by the common hangman, his arms reversed, his name stricken from the roll of honor, and his carcass stretched by the neck between sun and earth, until the birds of the air had torn his eyes from their sockets. What must be the sense of honor of that Government which can encourage such damning infamy in its officers?

CORRESPONDENCE.

THE MONITOR IRON-CLADS.

To the Editor of the Army and Navy Journal:

SIR:—The opinion expressed by some journals relative to the turreted iron-clads prove that the subject is not so well understood as might be supposed. It is asked, "Are the *Monitors* impregnable?" The answer is simply, that the guns of these vessels operate within iron cylinders at least eleven inches thick, while their sides are protected by six inch thick iron plating, backed by three feet of oak timber, into which heavy slabs of iron are inserted under the plating. Only eighteen inches of this side armor projects above water, the power of resistance being greatly increased by the deck, which is so thick that it extends below the exposed part of the armor. The battery of the *Warrior* is protected by only 4½ inch plating with a thin wood backing; but this armor does not extend to the ends of the ship, which are unprotected. A well-directed shot under the stern of the British vessel will destroy her means of propulsion. In the *Monitors* the side armor extends from end to end with a projection over the rudder and propeller which effectually protects both. The *Monitors* on the Southern coast have been hit several hundred times, and tens of thousands of shot have been directed at the fleet off Charleston, and yet not the slightest injury has been done to rudder, engine, or propeller. The exaggerated reports of broken bolts and indented plates become insignificant before this grand result—this great practical triumph!

It is asked, do the *Monitors* possess the qualities which enable them to meet and overcome such vessels as an enemy can bring against them? The *Warrior* and other first-class European iron-clads draw over twenty-five feet of water; they cannot therefore enter our harbors without keeping in the deep channels, while the *Monitors*, owing to their light draught, will manoeuvre in the contiguous shoal water, and with their 15-inch guns crush the armor of the unwieldy casemate ships. All doubt as to the power of the ordnance employed in the *Monitors* has been set at rest by recent trials, proving that the 15-inch gun crushes into fragments the best French 6-inch solid armor plate. The *Warrior* battery consists principally of 68-pounders. True, we hear much of experiments at Shoeburyness, but as yet not a single heavy gun has been applied on shipboard. Professional men all agree that twenty-ton guns can only be handled in a *Monitor* turret. At any rate, no attempt has yet been made to employ such guns in casemate ships. The speed of the *Monitors* is all-sufficient for harbor defence. They do not creep as slowly as the opponents of the system assert, for with clean bottoms they make 7 miles an hour. Admiral DAHLGREN has practically settled this point by beaching his vessels off Charleston and cleaning their bottoms. The apprehension that the European iron-clads will run down the *Monitors* is quite groundless, as the latter, in protecting our harbors, need only keep out of the deep channels to have the privilege of hammering their opponents un molested.

The coast defence vessels, viz., the *Kalamazoo* class and *Dictator* class, the European iron-clads will scarcely attempt to run down. The *Dictator* could cut any of the European iron-clads in two with her ram, backed, as it is, with a weight of one thousand tons of armor. The speed of this ship is yet to be ascertained, but with her 5,000 horse power engines and fine lines, the *Dictator* will be unquestionably be fast enough to make her ram and powerful ordnance effective against intruders on the coast. The *Dictator* turret is fifteen inches thick, composed of wrought slabs and plates, her side armor is ten inches thick, similarly composed, backed with four feet of oak timber. The *Warrior* armor is a mere pasteboard protection, compared with his. Besides, the *Dictator* carries her armor from end to end, and protects rudder and propeller effectually.

It has been said that the original *Monitor* was not strong enough to follow the *Merrimac* into Norfolk. Whoever makes this assertion takes from the naval records a glorious achievement, and belittles the most remarkable incident of the war. The *Monitor* was strong enough not only to fight the *Merrimac* muzzle to muzzle, without the slightest injury, but to resist the thrust of her ram without harm; but her guns had not sufficient power. The turret of this pioneer vessel was specially made to operate twenty-ton ordnance, but it could not be obtained in time. There is no doubt, whatever, that with 15-inch guns WORDEN would have sunk the *Merrimac* in a few minutes.

The asserted vulnerability of the *Monitors*, because they do not take possession of the Southern rivers and harbors, is most erroneous. If all the guns of the Confederacy lined the harbor of Charleston, it would not prevent Admiral DAHLGREN from steaming up to the city, but the entang-

ling obstructions placed in the channel present insuperable difficulties. It is an inherent defect in the screw system that the slightest obstruction will break or entangle the propeller, and thus render the vessel helpless. It was in view of this fact that the PRESIDENT peremptorily ordered the Admiral commanding at Fortress Monroe not to permit the attempt to run the original *Monitor* up to Norfolk.

It has recently been stated by certain journals that the *Monitor* iron-clads are absolutely useless. The Confederates will hardly endorse this statement. The *Merrimac* and *Atlanta*, not to mention the *Nashville*, if not prevented by the *Monitors* from carrying out the Confederate programme, would have given our opponents advantages of serious detriment to the Union. Again, what did the stone fleet effect? Did it shut out the "doomed city" as intended? No, but DAHLGREN when he took his half dozen *Monitors* over Charleston bar completely cut the ill-fated city off from the outer world, and thereby inflicted incalculable injury on the Rebellion. The persevering sailor is yet there with his "useless" iron craft, each in succession doing picket duty in the focus of a number of Confederate forts at easy range; but the Confederates do not molest the intruders, powder and shot being too valuable to be wasted. The security of our coast and harbors demands that the *Monitor* system should not be abandoned and casemate ships substituted. The *New Ironsides* has proved very effective in shelling the Confederate gunners from their guns, but this vessel has neither power nor speed to encounter European iron-clads. Vessels of her class would not afford adequate protection to our harbors against first-class armored ships. Patient investigation by competent naval officers from Europe, who have carefully examined the various projects started on both sides of the Atlantic, has resulted in their recommending to their governments the adoption of the *Monitor* plan for harbor defence, as that alone, in their opinion, renders it practicable to employ and handle guns of sufficient calibre and weight to crush the strongest European armor. Also because on that plan alone can the guns be protected by iron approaching one foot in thickness, and the propellers, rudder, and machinery effectually protected. Accordingly, fourteen vessels of the *Pasado* class are now being built on the Baltic. With a small fleet of these vessels carrying, 15-inch guns in our harbor, New York has nothing to fear from *Warriors* or *Black Princes*. A fleet of the *Dictator* class on the coast will, from reasons already stated, prove an overmatch for any fleet of iron-clads that Europe has yet produced.

Yours, very respectfully,
New York, July 18, 1864.

J. ERICSSON.

DOUBLING FILES.

To the Editor of the Army and Navy Journal:

SIR:—The great difficulty of teaching infantry to double and undouble files with facility, in all directions of facing by the flank, or to the front or rear, is a common trial of the patience, ingenuity, and perseverance of company officers. My own failure in squad drill led me to believe that this difficulty arose rather from a faulty method of instruction, than any impossibility of executing the movements themselves, which are of the simplest character. In the usual mode of instruction in these elemental manoeuvres, by telling the front or rear rank to stand fast, or side step to the right or left, and numbers 1 or 2 to stand fast or step forward to the right or left, *two* different manoeuvres are necessarily taught, varying slightly from each other in perplexing combinations of the movements detailed in instruction,—the very similarity of these movements tending too to a hopeless confusion of ideas in the minds of the men. The different facings, as taught in this manner, are:—

- 1st. Front to right face.
- 2d. Front to left face.
- 3d. Right face to front.
- 4th. Left face to front.
- 5th. Right face to face the rear.
- 6th. Left face to face the rear.
- 7th. Face the rear to right face.
- 8th. Face the rear to left face.
- 9th. Right face from face the rear to face the rear.
- 10th. Left face from face the rear to face the rear.
- 11th. Right face from face the rear to front.
- 12th. Left face from face the rear to front.

There are four other positions from which these movements are required—namely: After a right face and about face to face the front; after a left face and about face to face the front; after a right face and about face from line faced to the rear to face the rear; after a left face and about face from line faced to the rear to face the rear; the movements being the same as those already enumerated as numbers 12, 11, 5 and 6. This system of instruction, requiring the men to be informed as to their movements in each of these sixteen "situations," is generally abandoned in despair before the instructor has encountered or even comprehended one-half of the difficulties before him. The drill in single rank is of little effect in simplifying the matter. The men will be less confused by instructing them to manoeuvre when faced to the rear in the same manner as when faced to the front,—the company being numbered in an inverse order from right to left, viz., 2, 1, 2, 1. Numbers 1 must execute the movements prescribed for numbers 2, and *vice versa*.

An analysis of all these movements, as executed in each group, disregarding the distinctions between front and rear ranks, and numbers 1 and 2, will show that the doubling and undoubling of files facing in all directions comprises but two movements, with one or the other of which all are identical; and when the men are properly instructed in these two movements, they can be faced or marched by the flank in any direction, doubling and undoubling their files with facility. The following is a method of instruction that I adopted as a company officer with gratifying success:

The squad or company being formed in two ranks, they are ordered to count two in each rank, and instructed that the object of this is to arrange them in groups of four,—Nos. 1 being in the same group with the men on their left, and Nos. 2 in the group with the men on their right; the four men of each group being comrades, who are always together, either in a square faced to the front or rear, or in

a rank of four abreast, when the squad or company is faced by a flank. In the first lessons in facing, the group faced to the front are separated by intervals of one or two paces. The instruction is then given in the following manner:

To face by a flank and double files.

At the command right (or left) face, the men will face to the right or left, the rank which was in rear will take a side step away from the other rank, and the men who are behind others of the same group will place themselves beside their comrades by a step forward, and towards the rear of their first positions.

To face to front or rear and undouble files.

At the command right (or left) face (or front), the men will face to the right or left; the men who are behind others of the same rank will step forward into their original places beside them, and the rank in rear will close on the rank in front to its proper distance.

It is needless to say that a battalion that can be manoeuvred, faced either by the front or rear rank, is nearly twice as manageable as one that can perform but one series of manoeuvres. The practice of these movements, and the formation of lines by inversion, are equally valuable with the other instructions prescribed in the infantry tactics.

COLONEL.

BEAUFORT, S. C., June 25, 1864.

REMOVAL OF WASHINGTON'S STATUE.

to the Editor of the Army and Navy Journal:

SIR:—I wish to call attention to the removal by General HUNTER of the statue of Washington from Lexington, Va. Shall this be countenanced? The old Romans, in wars of pure conquest, filled their galleries with statues plundered from the temples and cities of Greece, but this war is not a war of conquest. We have learned by this time, I trust, that war is only justifiable when ennobled by some principle; and it is certainly below the dignity of a nation engaged in war to plunder from the enemy public monuments and memorials—a thing which neither weakens the enemy, nor strengthens ourselves. And the present case is very much stronger. We are not fighting against a foreign foe, but we are seeking to bring back revolted States to their allegiance.—States which we do not expect to govern long as conquered provinces, but to which we shall restore their rights when they submit to law. In such a position, conciliation must be used, as well as force of arms, and the greatest care must be taken not to increase the number of our enemies by wantonly outraging their feelings. We hope to have Virginia back again into the Union soon; but if there is one way to neutralize the power of our arms, it is to give the Virginians such gratuitous insults as this. When Virginia again takes her place as a loyal State, what shall be done with this statue? Shall it remain in some Northern city, a continual reminder of our former feud, and a constant root of bitterness? I speak warmly on the subject, for it seems to me that our generals are too much in the habit of neglecting one of the necessary means of finishing this Rebellion. We have not only to conquer rebels, but we propose to restore the Union; and the only way in which we can do that is, besides exerting all our strength in putting down armed opposition, to refrain most carefully from all needless and useless insults and injuries. W.

[The statue was removed to Wheeling, the capital of Western Virginia, which claims to be the genuine "Old Dominion." As the statue belongs to the State of Virginia, General HUNTER doubtless felt that he was only restoring it to its owner in thus removing it.—EDITOR.]

REPORTS OF CAPTAIN WINSLOW TO THE SECRETARY OF THE NAVY.

U. S. STEAMER KEARSARGE, }
CHERBOURG (France), June 21, 1864. }

SIR:—I have the honor to report that toward the close of the action between the *Alabama* and this vessel, all available sail was made on the former, for the purpose of again reaching Cherbourg. When the object was apparent, the *Kearsarge* was steered across the bow of the *Alabama* for a raking fire; but before reaching this point, the *Alabama* struck. Uncertain whether Captain SEMMES was not using some ruse, the *Kearsarge* was stopped. It was seen shortly afterward that the *Alabama* was lowering her boats; and an officer came alongside in one of them to say that they had surrendered, and were fast sinking, and begging that boats would be dispatched immediately for saving of life.

The two boats not disabled were at once lowered, and as it was apparent the *Alabama* was settling, this officer was permitted to leave in his boat to afford assistance. An English yacht, the *Deerhound*, had approached near the *Kearsarge* at this time, when I hailed, and begged the commander to run down to the *Alabama*, as she was fast sinking, and we had but two boats, and assist in picking up the men. He answered affirmatively, and steamed toward the *Alabama*,—but the latter sunk almost immediately. The *Deerhound*, however, sent her boats, and was most actively engaged, aided by several others, which had come from the shore.

These boats were busy in bringing the wounded and others to the *Kearsarge*, whom we were trying to make as comfortable as possible, when it was reported to me that the *Deerhound* was moving off. I could not believe that the commander of that vessel could be guilty of so disgraceful an act as taking our prisoners off, and therefore took no means to prevent it, but continued to keep our boats at work rescuing the men in the water. I am sorry to say that I was mistaken. The *Deerhound* made off with Captain SEMMES and others, and also the very officer who had come on board to surrender. I learned subsequently that the *Deerhound* was a consort of the *Alabama*, and that she received on board all the valuable personal effects of Captain SEMMES the night before the engagement.

I have the honor to be, very respectfully, your obedient servant,

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

U. S. S. KEARSARGE, CHERBOURG, June 21, 1864.

SIR:—I have the honor to report that the number of prison-

ers brought on board the *Kearsarge* belonging to the *Alabama* was 70—6 officers and 64 men. 1 officer (carpenter) and 2 men dying, and 17 wounded are included in this number. As we have very contracted accommodations for our own crew, without increase, it became indispensable to send these prisoners on shore, and their parole was taken. With the exception of the doctor (non-combatant), who was put on parole that he might attend to his wounded, the officers were held as prisoners of war. I learn that 3 officers with 6 men were carried on shore at Cherbourg by pilot boats; but of the number who reached England in the *Deerhound* I have no trustworthy accounts.

I have the honor to be, very respectfully, your obedient servant,
JOHN A. WINSLOW, Captain.
HON. GIDEON WELLES, Secretary of the Navy.

U. S. S. KEARSARGE, CHERBOURG, June 21.

SIR:—I have the honor to inclose herewith reports of the executive officer, chief engineer, boatswain, and gunner of this vessel, with copy of log-book containing minutes of the action.

I fully coincide in the recommendations of the executive officer, and such cases as deserve special reference to will be subject to future communication.

I have the honor to be, very respectfully, your obedient servant,
JOHN A. WINSLOW, Captain.
HON. GIDEON WELLES, Secretary of the Navy.

U. S. S. KEARSARGE, CHERBOURG, June 21.

SIR:—I have the honor to forward to you the reports of the damage sustained in the different departments of this vessel, during the recent action with the *Alabama*.

In connection with this engagement, I take great pleasure in informing you officially that the conduct of both men and officers equaled, in every respect, my most sanguine expectations.

In the gun division, the utmost coolness prevailed throughout the action,—the details of the manual of exercise being as carefully attended to as if in ordinary exercise; and to this cause may be attributed the excellent condition of the guns and gear, after a rapid firing of an hour's duration.

The powder division received my particular attention, and its important service was promptly and thoroughly rendered.

The circumstances under which the battle was fought afforded no opportunity of displaying special acts of individual heroism; but, while every man and boy in the ship displayed the utmost coolness, zeal, and courage, there were some who, by their position and peculiar duties, attracted special attention, and deserve special mention.

The marines fought the rifle gun upon the top-gallant forecastle, under the charge of Acting Master's Mate CHARLES H. DANFORTH.

The action on our part was commenced by this gun, and its fire was rapid and effective throughout.

The high reputation of their service was nobly sustained by the marine guard of this ship. The Boatswain, JAMES C. WALTON, was observably active. Gunner F. A. GRAHAM's duties were all performed efficiently, and merit commendation. The carpenter's mate, MARK G. HAND, is well known to you, sir, as a faithful and competent man. His conduct in the battle was distinguished by the cool and intelligent performance of his duties. It is unnecessary for me to call your attention to the officers commanding the gun or master's division, as their duty was performed under your own eye.

I am happy to commend Acting Master's Mate EZRA BARTLETT, in charge of the shell supply, for his coolness and efficiency.

In the surgeon's department, every arrangement that experience or humanity could suggest was made for the comfort of the wounded. Fortunately, we have but three of our own crew in that condition; but after the action, the wounded of the enemy, numbering fifteen persons, were consigned to the care of Surgeon J. M. BROWN, who was entirely without professional assistance. The duties of his department were thereby rendered extremely arduous, but were coolly and successfully performed.

WM. GOWIN (O. S.) was severely wounded by the explosion of a shell. He dragged himself to the forward hatch, refusing to allow the men to leave his gun for the purpose of assisting him. His cheerful willingness to sacrifice his life for victory's sake was expressed in terms that animated and encouraged others.

JOHN W. DEMPSEY (qr. gunner), wounded at the same time, losing an arm, displayed similar heroism.

JAMES McBETH (O. S.), another of the wounded men, displayed both courage and patience.

All the men on the sick list went to their quarters and rendered such service as they were able to perform.

The engineer's division was admirably and efficiently conducted under the command of Chief Engineer W. H. CUSHMAN.

SIDNEY L. SMITH and HENRY McCONNELL (third assistant engineers) were stationed on deck, and their conduct came immediately under my observation. It was distinguished by coolness and vigilance. The other assistants, Mr. W. H. BADLAM and Mr. F. L. MILLER, were on duty in the engine and fire-room, and, judging from the prompt manner in which the orders from the deck were executed, I know that their duties were creditably performed.

The ship is indebted to Paymaster J. A. SMITH for efficient service during the action. His clerk, Mr. D. B. SARGENT, performed his duty on deck in the third division. The Orderly-Sergeant, T. C. YOUNG, and the Master-at-Arms, JASON R. WATROUS, deserve special mention for admirable performance of their duty. I will hand to you the names of those men especially mentioned by the divisional officer as soon as I receive them.

In conclusion, sir, let me congratulate you on the success of your plan of battle, and compliment you on the skill and judgment displayed in its execution.

I am, sir, very respectfully, your obedient servant,
JAMES S. THORNTON,
Lieutenant-Commander and Executive Officer.

To JOHN A. WINSLOW, Captain commanding U. S. steamer *Kearsarge*.

Approved and forwarded,

JOHN A. WINSLOW, Captain.

U. S. S. KEARSARGE, CHERBOURG, June 21.

SIR:—I respectfully report that the only injury received in the engine department during our engagement with the *Alabama*, on the 19th inst., was to the smoke-pipe, which was perforated through both sections by a 100-pound rifle shell, which exploded a- it was coming through, tearing out a ragged hole of about three feet in diameter, carrying away three of the chain guys; and to the top of the engine-room hatch, which was cut completely through and across by a shell.

I would further report that all the assistant engineers and the firemen and coal-heavers behaved with perfect coolness, and were attentive to their duty through the action; and that, by the self-possession and attention of Second Assistant Engineer WM. H. BADLAM, in the management of the engines, Third Assistant Engineer FRED. L. MILLER, in charge of the boilers, Third Assistant Engineer SIDNEY L. SMITH, on deck at the fire and hot water hose, and Third Assistant Engineer HENRY McCONNELL, at the engine signal bell, the efficiency of the engine department is to be attributed. I would also mention first-class fireman JOSEPH DUGAN, for his coolness and competency in assisting Mr. MILLER in the fire-room; first-class firemen JERRY YOUNG, WILLIAM SMITH, BENJAMIN H. BLAISDELL, WM. H. DONNELLY, in assisting Mr. BADLAM in charge of the engines, and first-class fireman TRUE W. PRIEST, for quickness and attention in charge of the after-fire hose during the alarm of fire in the action.

Very respectfully,

WILLIAM H. CUSHMAN,
Chief Engineer U. S. N.
Captain JOHN A. WINSLOW, U. S. N., commanding.
Forwarded, JOHN A. WINSLOW, Captain.

U. S. S. KEARSARGE, CHERBOURG, June 20.

SIR:—I respectfully submit to you a statement of injuries sustained by the U. S. steamer *Kearsarge*, in her hull, sails, rigging, &c., during our late engagement with the rebel steamer *Alabama*, on the 19th inst., off this port:

In hull—One shot in starboard gangway, cut chain and bruised plank; one shell under waist gun, cut chain and exploded, cutting outside planking; one shell under starboard main channels, cut off chain plate, going through and exploding; one 32 pounder solid shot entered forward of forward pivot post—shot lodged in side, crushing waterways; one 100-pound rifle shell lodged in sternpost; one shell through top of engine house; one shell port netting abreast of main rigging; one shot and two shells through port netting forward of mizzen rigging; one shell through smoke-stack; two shots through taffrail; one shot through netting forward of mizzen rigging, on starboard side.

In sails—Spanker badly torn by shell.

In rigging—Foretopmast backstay cut away; one screw in port main rigging; starboard maintopmast backstay cut away; after shroud, starboard side of the maintopmast rigging; starboard swifter of mizzen rigging; one screw in port main rigging; one plate in starboard main channels.

Boats—Third cutter, one shot through bottom, starboard gunwale shot away; gig badly shattered. The spars all in good order.

Respectfully,
J. S. THORNTON, Lieutenant-Commander and Ex-Officer.
Number of shot and shells struck the ship in various places, 28.
Forwarded, JOHN A. WINSLOW, Captain.

U. S. S. KEARSARGE, CHERBOURG, June 20.

SIR:—I respectfully submit the following report of the expenditure of ordnance stores on board this ship, during the engagement with the rebel steamer *Alabama*, on the 19th inst.:

Fifty-five 15 pounds service charges, 55 11-inch 5-seconds shell, 60 6 pounds service charges, 13 32-pounders 5-seconds shell, 42 32 pound solid shot, 48 24 pound service charges rifle, 48 rifle percussion shell, 100 friction primers, 240 percussion primers.

Fixed ammunition for boat howitzer—9 shrapnel, Bormann fused; 1 canister.

RECAPITULATION.

Duration of action	65 minutes.
Number of rounds, 11-inch	55
Number of rounds, 32 pounder	60
Number of rounds, 32 pound rifle	48
Number of rounds, 12 pound howitzer	10

Total rounds 173
Very respectfully, FRANKLIN A. GRAHAM,
Gunner United steamer *Kearsarge*.

To JAS. THORNTON, Lieutenant-Commander and Executive Officer.

EXTRACT FROM LOG-BOOK.

Moderate breeze from the windward, weather b. c. At 10 inspected crew at quarters. At 10:20 discovered the *Alabama* steaming out from the port of Cherbourg, accompanied by a French iron-clad steamer, and a fore-and-aft rigged steamer showing the white English ensign and a yacht flag. Beat to general quarters and cleared the ship for action; steamed ahead, standing off shore at 10:50, being distant from the land about two leagues; altered our course and approached the *Alabama*. At 10:57 the *Alabama* commenced the action with her starboard broadside at 1,000 yards range. At 11 we returned her fire and came fairly into action, which we continued until meridian, when, observing signs of distress in the enemy, together with a cessation of her fire, our fire was withheld. At 12:10 a boat with an officer from the *Alabama* came alongside and surrendered her vessel, with the information that she was sinking, and a request for assistance. Sent the launch and second cutter, the other boats being disabled by the fire of the enemy.

The English yacht, before-mentioned, coming within hail, was requested by the captain to render assistance in saving the lives of the officers and crew of the surrendered vessel.

At 12:24 the *Alabama* went down in forty fathoms water, leaving most of her crew struggling in the water. Seventy persons were rescued by the boats. Two pilot boats and the yacht also assisted. One pilot boat came alongside of us, but the other returned to the port. The English yacht

steamed rapidly away to the Northward without reporting the number of prisoners she had picked up.

Hoisted up our boats and three of the enemy's cutters. Repaired the rigging temporarily. Took a French pilot, and steamed away for Cherbourg.

At 3:10 let go the port anchor in seven fathoms water, and veered to thirty fathoms chain.

Forwarded, JOHN A. WINSLOW, Captain.

[From Colburn's United Service Magazine for June.]

NAVAL TACTICS.

THE attention of the members of the military and naval profession have, of late years, been so fully occupied with the rapid changes which have followed each other in such endless succession in the mode of building, arming, and equipping ships of war, that very few of them have been enabled to devote to other questions, as important although not so urgent, that time and thought which, under other circumstances, they would have given them. Those who can speak of twenty or thirty years' service in the Navy had, soon after the commencement of their career, to go to school again, and "learn their lessons" on subjects which were being pressed upon their consideration. Gunnery was becoming a science, instead of a mere matter of chance, and those who had to superintend the discharge of cannon, whether on shore or on board ship, had also to understand the principles upon which missiles were driven certain distances and in certain directions. Steam, too, as an agent in propelling vessels against "wind and wave" had hardly commenced to assert its power amongst seamen; and those who had been content to study the weather, the "force of the wind," the "deviation of the compass," and the "direction of the ocean currents," had also to plunge into the depths of the laws connected with the expansion and contraction of fluids, and all the other multifarious questions which were brought prominently under notice in consequence of the invention of the steam engine.

The class of education bestowed on those who then chose the Navy as a profession was, consequently, far in advance of that given to the preceding generation of naval officers; the examinations which they had to undergo were far more severe, or, to speak more correctly, were less easy, than they had hitherto been; the competitive system was introduced; and the race for promotion became more difficult. The result is, that more time is now devoted to the theoretical than to the practical knowledge required from those who constitute the naval profession; we have more science but less seamanship. The good old days, as they are sometimes called, in which so much skill was displayed by our naval heroes in endeavoring to overcome the elements, have passed away; and the greatness of England is no longer dependent on the ability of our commanders-in-chief to take advantage of a change of wind, or a turn of the tide, to place their fleets in the best positions. All nations are, in this respect, on an equality; steam has reduced them all to the same level, in one respect at least; for all have now the same means of bidding defiance to the winds, and of ruling the waves. All nations have not, however, the same advantages in constructing their ships of war, or of obtaining seamen to guide and fight them. England, in this respect, still stands pre-eminent; for she possesses mines which contain the iron requisite for construction, and the coals necessary to generate the steam for propulsion. She also has a sea-faring population which supplies the "officers, seamen and marines" employed in her Majesty's Fleet, and in the magnificent ships composing our immense mercantile marine.

There never was a period in the naval history of this country in which great ability and good judgment are indispensably necessary qualifications for all who are entrusted with the command of the monsters which now bear the pendant. Even the most experienced officer afloat has yet to apply practically the ideas he may have formed as to the best system of tactics which should be brought into use in case of his being in presence of an enemy. A few years ago we were told that the days of large ships were numbered, and that naval engagements between fleets composed principally of line-of-battle ships would never occur again. Then came the era of the monsters of the *Warrior*, and *Northumberland*, and *Minotaur* class; and we have now arrived at what may be termed the middle age. At one time the authorities seem to have been possessed with the idea that gunboats, corvettes and frigates would have to do all the work; then they came to the conclusion that it was necessary to have larger and more powerful vessels to support them, and to ensure a higher rate of speed; afterwards, they entertained the theory that all desired advantages might be secured by having smaller and handier craft.

Whether, however, the principal ships of which the Navy is in future to be composed, are to be very large, of moderate size, or very small, it behoves those who are now of a rank to command, or who may have a reasonable prospect of attaining that position, to be well informed on all points connected with the efficient and successful management and the skillful manœuvring of vessels of all classes, especially when formed into fleets or squadrons. And although the system which will be pursued in future naval engagements is vastly different from that which was followed so successfully by the naval heroes of the last generation, yet there is much valuable information to be obtained from the recorded actions of those who led our fleets to victory during the long war. The same dashing spirit which was exhibited so frequently during the period that the stately "liners" had to do all the work, will have to be exercised even to a greater extent by those of the present school, if the prestige of the Navy is to be maintained; and the abilities of all who occupy prominent positions in the service must be exhibited on all occasions, and as often as possible, if the British Ensign is to continue to float supreme on the ocean.

It has often been a matter of surprise to us, as we doubt not it has been to others, that with so many captains, commanders and lieutenants employed afloat, endowed with more than ordinary talents, more works relating to the management and manœuvring of steam vessels while under weigh should not have been published in England. Other nations are apparently much in advance of us in this respect. Works are continually issuing from the French press bearing on all the various subjects connected with the Imperial Navy; and in the United States of America, the naval offi-

cers have been exceedingly active in giving their views to the world. One publisher in New York has produced, during the last few years, more books of a professional character than all the English publishers put together. Under his auspices, Lieutenant-Commander BARRETT, of the United States Navy, Instructor in Gunnery at the Navy Yard, Brooklyn, has presented a set of gunnery instructions, simplified for the volunteer officers of the Federal Navy, with hints to executive and other officers. General BARNARD, of the Corps of Engineers, one of the most accomplished officers in the United States service, has edited a valuable collection of Notes on Sea-coast Defences. Lieutenant LUCE, of the United States Navy, has published a work, illustrated with a large number of lithographic plates, on Naval Light Artillery. A popular treatise on steam and its application to the useful arts, especially to navigation, has been issued by Commander WARD. Captain WALKER, of the Federal Navy, has written some interesting notes on Screw Propulsion; and a valuable work on the same subject has been published for Mr. KING. A manual of internal rules and regulations for the management of men-of-war, has been written by Commodore LEVY, who lately commanded the United States naval force in the Mediterranean. A Treatise on Ordnance and Naval Gunnery, by Lieutenant EDWARD SIMPSON, has also been produced; as well as a book of Elementary Instruction in Naval Ordnance and Gunnery, by Commander WARD.

Another officer of the United States Navy, Commander PARKER, has recently published under the authority of the Navy Department, at Washington, a work on "Squadron Tactics Under Steam," in which he contends that the winds, waves and tides present no more serious obstacles to the movements and manœuvres of a steam fleet than the inequalities of the surface of the earth present to the movements and manœuvres of an army. He therefore regards a fleet as an army, whose divisions, brigades, regiments and companies, have each their appropriate representatives afloat. Commander PARKER, in this respect, confirms the opinions expressed by Sir HOWARD DOUGLAS, in the work published a few years before his death, on "Naval Warfare with Steam." Sailing ships were, at that time, not quite excluded from the list of sea-going vessels of the Royal Navy, and the idea that steam vessels alone would be employed as such had not then become a reality; much of Sir HOWARD DOUGLAS' work was therefore devoted to tactics suitable for sailing ships, and he introduced the subject of "Tactics on Steam" in a tone almost apologetical. "Naval officers of the old school," he said, "when ships were the slaves of the wind, may at first sight be disposed to repudiate, perhaps to ridicule, the adoption in their profession of the principles of military movements and formations, as recommended and expounded by the author. But moved as fleets will hereafter be by the obedient agency of steam, so that the station of each ship in a fleet, and the time occupied in performing any evolution, can be determined with as much exactness as the post of a regiment or brigade in an army, and the time required to arrive at it; it must follow that the evolutions of ships-of-war will be susceptible of being executed with a precision hitherto unknown in the naval service."

There can be no doubt but that the numerous instances of the great difficulty, uncertainty, and the time required to form sailing ships into line of battle which may be met with in naval history, need not occur with fleets and squadrons in future. English admirals will not be exposed to the vexations which many of their predecessors of the last century experienced; such, for example, as happened to Sir EDWARD HUGHES in the action between the English and French squadrons in the East Indies, in 1782, when, on seeing that Admiral SUFFREN was bearing down upon him, he made the signal at daylight to form line ahead, but in consequence of the variable state of the wind, the line could not be formed before eight o'clock. "The movement of steam-fleets may," on the contrary, be conducted on tactical principles "best adapted to the great end of all preliminary manœuvres—the formation for battle in the most simple, speedy, and precise manner." Even so far back as 1846, Admiral BOWLES, in an "Essay on Naval Tactics," observed that steam would enable naval commanders to conduct their operations and manœuvres on military and scientific principles; that fleets, moving by a force beyond the influence of wind and weather, would have it in their power to attack or repulse an enemy in a manner hitherto unknown in naval actions; and that, as in an army, so in a fleet, the force would be handled in such a way as to bring the fleet into action and enable it to exert its powers with the most decisive advantage.

Commander PARKER has endeavored, and, as we think, has successfully endeavored, in his well written and elaborately illustrated volume on "Squadron Tactics," to establish a fixed system of manœuvres, by which the combinations for attack and defence may be made; he thus follows the example set him in the "Tactique Navale" of the French, although in a much clearer, plainer, and more seaman-like manner, and takes a step in advance of Sir HOWARD DOUGLAS. He fully coincides with that distinguished baronet in the opinion that "the order of steaming in line of bearing" is, perhaps, by the reciprocal defence which the ships "afford each other, that alone which can properly be considered as founded on sound tactical principles, and should be generally used, not only in orders of movement, but in anchoring the ships of a fleet, in line of bearing athwart the wind or the tide, so that no ship can drive on the 'haws of another'; and he strongly advocates the "double echelon" formation.

At first sight the formation of the line of battle *en echelon* may appear to be exceedingly difficult of execution; Commander PARKER's illustrations show that the manœuvre is easy with a fleet of steamships, and that it has great advantages over the formation in line ahead. It allows a reciprocal defence from the stern and broadside guns, it is advantageous from an attack at either extremity of fleet in line ahead, and in respect of the crossing fire of ships. On turning to the able work of Sir HOWARD DOUGLAS on this point, we find that, in his opinion, "a number of ships disposed *en echelon* on any line of bearing, may be assimilated to a 'chain of redoubts, or a line of entrenchment *en cremaillère*, or to bodies of infantry in squares, with diagonals parallel to the front; and may thus, by means of their bow guns 'and their broadside batteries, defend each other reciprocally—the stronger points of one ship defending the weak-er points of another."

"Ranged in this order, a powerful defence is obtained by the broadside fire from the bows of all ships in line abreast. While, however, very much will depend in large naval engagements in future on the way in which fleets are arranged, more will perhaps depend on the celerity with which the movements are effected. On this part of the question Commander PARKER's plans are decidedly preferable to those in the French 'Tactique Navale.'"

The more we examine this question of naval attack and defence, the more are we convinced that every opportunity should be taken of continually exercising our squadrons and fleets in all the movements and manœuvres which may have to be executed in the presence of an enemy, and on the successful carrying out of which even the safety of the empire, or, at any rate, our prestige on the ocean, may depend. Not only would our officers have the advantage of becoming practically acquainted with that which many of them now know only in theory, but they would have the means of seeing the weak points of one system and the good points of another; and, further, they would be induced to devise plans which might prove to be improvements on those hitherto invented; by giving their abilities greater scope, both the officers and the service would be benefited. It was probably from a study of the battle with the Dutch on the 16th of August, 1652, as described in LEDYARD'S Naval History, "when the English Admiral with nine of his head-most ships, charged through the Dutch fleet, and got the 'weather gauge,' if not from reading the Treatise of Mr. CLEEK, that the captain of the fleet commanded by Lord ROXBURY, suggested to that nobleman the breaking of the enemy's line, in April, 1782. But unless both Lord ROXBURY and Sir CHARLES DOUGLAS, as well as all the captains of the line-of-battle ships under his orders, had been thoroughly well practiced in the manœuvring and management of fleets, they would not have been enabled to have carried out that daring and bold plan so successfully.

In fact, it will almost always be found that the actions at sea attended with the most glorious results, and in which greater damage has been done to the enemy's ships, and least injury has been sustained by English men-of-war, have been fought under commanders who availed themselves of every chance which occurred of practicing during peace, or when not in the presence of an enemy, those tactics which they intended to carry out when the day of battle arrived.

Thus it was that the most brilliant and skillful battle fought by NELSON, in the Bay of Aboukir, in 1798, was brought to such a successful issue. By doubling upon the van of the French in such a manner that seven French ships were attacked on both sides by eleven British ships, whilst the rear of the French fleet, anchored head to wind, and therefore to leeward, could render the van no succor, the immortal Hero of the Nile evinced a degree of tactical skill which practically exemplified that maxim in military tactics which teaches the importance of so conducting a battle as to bring upon the point of attack a great superiority of force in such a way that the enemy might be unable to succor the part so overpowered,—a maxim to the application of which the First NAPOLEON owed mainly his triumphs. And, while on this subject of the efficiency of ships comprising squadrons, and of the talent exhibited by commanders-in-chief in the day of battle, we cannot refrain from quoting the ever-memorable words of Lord NELSON in his plan of attack, prepared while in search of the French fleet in the West Indies, in 1805. "The business of an English commander-in-chief," said his lordship, "being first to bring 'an enemy's fleet to battle, on the most advantageous terms' to himself (I mean, that of laying his ships close on board 'those of the enemy as expeditiously as possible, and, secondly, to continue them there without separation until the 'business is decided'), I am sensible, beyond this object, it is 'not necessary I should say a word, being fully assured 'that the admirals and captains of the fleet I have the honor to command will, knowing my precise object, that of a 'close and decisive battle, supply any deficiency in my not 'making signals. If the two fleets are both willing to fight, 'but little manœuvring is necessary. The less the better: 'a day is soon lost in that business.'"

We are inclined to the belief that the principles which Lord NELSON laid down in 1805, when wooden ships were in their glory, are equally applicable in 1864, when iron-clad and armor-plated monsters take the lead, and that victory will favor those who are enabled to lay their ships most advantageously alongside those of the enemy. Those officers who are desirous of gaining some of the laurels which the Goddess would be ready to distribute, cannot do better than follow the example of their brothers in the American Navy, and well study and constantly practice those movements and manœuvres which will have to be brought into use whenever they are again expected by England "to do their duty."

ARMY AND NAVY PERSONAL.

Major-General W. F. SMITH has returned to the Army from a visit to New York.

GENERAL Rufus Saxton arrived in New York on the 21st, on board the *Fulton*, from Port Royal.

We learn from Southern papers that the Rebel General Pettus was killed in recent operations before Atlanta.

MAJOR-General Gillmore is on a visit to New York during his sick leave, accompanied by Major Brooks of his staff.

Lieutenant-Colonel CHAMBERS, commanding the Twenty-third Massachusetts, has died of wounds received in action.

Brigadier-General A. S. WEBB has been detailed to superintend the recruiting for the Second corps in New York.

GENERAL W. F. Bartlett, late of the 57th Massachusetts Volunteers, has been assigned to a command in the 9th corps.

LIEUTENANT C. H. Cundell, Co. G, 5th New York Heavy Artillery, has been discharged the service for physical disability.

BRIGADIER-General George Crook has been breveted Major-General of Volunteers by the President on the recommendation of Major-General Hunter, for gallant and

meritorious conduct in the recent expedition towards Lynchburg.

GOVERNOR Andrew of Massachusetts has appointed Colonel Lyman of Northampton an agent to recruit for that State in the Hilton Head (S. C.) district.

COLONEL M. N. Wicewell, Military Governor District of Washington, is announced as Provost-Marshal-General of the defences north of the Potomac.

BRIGADIER-General Charles Devens, still suffering from a severe attack of rheumatism, has returned to Massachusetts from the hospital at Fortress Monroe.

Major-General Ord has been assigned to the command of the Eighth Army corps. Major-General WALLACE is in command of the Middle Department.

A COURT-MARTIAL ordered by General Dix for the trial of Brigadier-General Spinola, is now in session in New York. The charges relate to fraudulent practices in enlisting men.

MAJOR-General Franklin passed through Boston last week en route for Portland. He was greeted with an ovation by the citizens of Portland on his arrival there.

LIEUTENANT-Colonel H. B. Clitz, of the Sixth U. S. Infantry, has been ordered from the U. S. Military Academy to the position of Major in the Twelfth Infantry.

Colonel Frank T. SHERMAN, of Boston, chief of staff for Major-General HOWARD, was surprised and taken prisoner, with his orderly, while on a scouting expedition in Georgia, a few days since.

LIEUTENANT-Colonel George P. Hawkes, commanding the 21st Massachusetts Volunteers, near Petersburg, having tendered his resignation, has received an honorable discharge.

GENERAL Sherman protests against the entrance of recruiting agents into his department, claiming that they will swell the number of idle non-combatants without rendering any commensurate service.

LIEUTENANT-Colonel W. L. Duff, Inspector-General of Lieutenant-General U. S. Grant's staff, has returned to Petersburg, having completed the inspection of General Pope's department.

LIEUTENANT-Colonel Adam Badeau, of General Grant's staff, has been obliged temporarily to leave the field. Colonel Badeau is laboring under a severe attack of fever. He is stopping in New York.

A CORRESPONDENT writing from Johnston's Army to the *Atlanta Confederacy*, under date of June 30, says among the enemy's dead left in our possession after the fight of yesterday is Captain Kilpatrick, Fortieth Illinois, a brother of General Kilpatrick, the famous raider.

REAR-Admiral R. W. Simpson, of the Chilean Navy, and his son, Lieutenant H. M. Simpson, and Secretary Beneventa, have arrived in New York, deputized to contract, in New York or England, for the construction of a number of war vessels for the Chilean Government.

GENERAL McCook, General Payne and General Doubleday have been relieved from duty in the Department of Washington. General McCook will report to the Adjutant-General for instructions, and Generals Doubleday and Payne will resume their positions on General Court-Martial. General Harden has been ordered to resume the command of his division, garrisoning the defences of Washington north of the Potomac.

THE Portsmouth (N. H.) *Journal* refers with pride to the fact that there is now at Fort McClary, Portsmouth, a soldier who performs all the duties of a private in the ranks, and a guard, and is not even clothed with the power of a fourth corporal, who, in the event of the death of President Lincoln would at once become the Commander-in-Chief of the Army and Navy of the United States. And yet with this consciousness he is willing to place himself in the position of a common soldier, share with them in their messes, bear about his own tin dipper, and reside in their barracks. This is the position of the Hon. Hannibal Hamlin, Vice President of the United States, and private of Co. A, of the State Guard of Bangor.

A PRIVATE letter from Marietta, Ga., June 23, to a gentleman in Cincinnati, gives the following characteristic incident of General Howard: "On the 23d of June, while the battle, or the move forward, was going on, a young man, mortally wounded, was being taken back on a litter. General Howard, who was riding by, stopped, inquired to what regiment he belonged; then dismounting, he took the boy (he was a mere boy) by the hand and conversed with him, there in the road, kneeling down by the litter, the others around doing the same, uncovering their heads. The General then offered a fervent prayer for the boy, after which he pressed his hand and kissed him."

A SOUTHERN VIEW OF CAVALRY RAIDS.

[From the Richmond Examiner, July 1.]

Cavalry raids, destructive as they are, never conquer a country. Rather, indeed, they help to make it unconquerable; and that in several ways. In the first place, they greatly tend to destroy the sneaking "Unionism," not yet quite extinct in some regions of our country, which is willing to take the oath "to save its property." Creatures of this crawling sort meet no favors from the Yankee raider; his business is to rob and devastate, to carry away what is portable and destroy what he cannot carry, in order to starve out the "Rebellion;" and he has no notion of being cheated by these "Union" poor devils with their free and easy oaths.

When they protest that they have always been "Union men," that they will take the oath, and all that, raiders reply indignantly (as described by a letter from Roanoke county), that they are "liars," and thereupon proceed to rob their premises. It would be a good idea, truly, if a wealthy farmer of Western Virginia, with his barns and meat houses full, gold in his desk and silver in his pantry, could turn away a regiment of famishing horses and their hungry and greedy riders, by merely proclaiming "loyalty," and tendering an oath. Can Federal soldiers eat and drink oaths? Are oaths good in a horse's rack and manger?

The Yankee gallant who has vowed to carry to Massachu-

setts some trophy (all stolen articles they call "trophies") of his Southern campaign, can he bring home to the miscegenatrix he loves a planter's oath, when he expects his daughter's jewels or his wife's forks and spoons! It is therefore with sincere pleasure, almost with a sense of obligation to the very raiders, that one hears of their contemptuous inattention to professions of base "loyalty," and the impartiality with which they rob all round. Thus, every district of country which has been carried by a Yankee raid or two becomes a more staunch Confederate country thereafter.

There is another way, too, in which raids bring with them a certain compensation, at least in Western Virginia; they discover and bring to light unexpected granaries and stores of provisions hidden in caves, literally in caves of the earth, with which that limestone country abounds. The prudent farmers had hidden away those stores to save them, not from Yankee marauders, but from their own Government and their own fellow citizens. These are the suffering farmers who never had anything when Confederate quartermasters, impressing officers or purchasers on Government account, came round; they had nothing to sell for Confederate money; so far from that, they were always in distress, almost starving, and anxious delegations used to come down to Richmond, on their part, to plead that flour should be sent up to the Valley to sustain life; and especially that if the Government should require from them a loan of their surplus labor, or indeed make any claim or demand upon them whatever in the common cause, then all was lost.

This sort of persons have probably helped more to depreciate our Treasury bills than all other classes together; to sustain the credit of that paper was to sustain the Government and the cause, and the freedom and honor of their own children. But touch Confederate money they would not; only the glitter of gold and silver could draw forth some of their hoards from the caverns, and behold, many of those secret granaries have now been opened and their contents carried off, without money and without price. Yankees have good noses; they are also accomplished geologists, and know what deposits may be expected to crop out in calcareous formations; indeed, the very negroes who had helped to stow away the produce went to the raiders and told them where to find it.

And so the prudent farmer finds that he has been too cunning for himself after all, he has cheated himself lamentably; finds that he might as well have taken the Government price and helped to feed his friends as feed his enemies for no price at all; wishes that his last year's crop had been put, not into a cave, but into four per cent. bonds; finds that, after all, it is worth while to make some sacrifices to keep those Yankees out of the country, and when the raid has passed away, it leaves our farmer a sadder and wiser man, and we trust a much better Confederate citizen.

In short, the various "raids" of Yankee brigands this year will have done some good to make up for the severe losses and the intolerable outrages they inflicted along their line of march. They will have proved to the population that the Yankee cavalry are simply mounted banditti, to whom "restoring the Union" is a pretense for pillage; that neither oaths nor caves are any protection whatever against such gangs, and that the best thing our people can do is to make all needful sacrifices in money as well as in blood, to sustain the army, in which rests our only hope to free our soil from these bands of thieves.

VARIOUS NAVAL MATTERS.

THE sloop-of-war *Cyane* and *St. Mary's* are at Panama, and the frigate *Lancaster* at Callao.

THE U. S. steamer *Circassian* arrived at Boston on the 20th, from a cruise in search of the *Florida*.

THE supply ship *Massachusetts* leaves Philadelphia on Saturday, with mails, &c., for the South Atlantic Squadron.

COMMISSIONER Osborn has rendered a decision, holding Isaac Henderson, late Navy Agent, for trial on the charges preferred against him.

A FAIR is to be held in Boston in November, to obtain funds to establish a home for disabled seamen, marines, and others of the Naval service.

PRIZE steamer *Benton*, captured off Wilmington, N. C., by U. S. steamer *Port Jackson*, and steamer *Little Ada*, captured off Charleston by the *Gelystburgh*, have arrived at Boston.

THE sloop-of-war *Wyoming* arrived on the 13th from the Mediterranean squadron, after an absence of five years; left the next evening on special service, probably in pursuit of the privateer *Florida*.

It is stated from Paris that the *Kearsarge* was to leave Cherbourg on the 6th instant, in order to watch the movements of the rebel fleet on the coasts of England and France. The *Niagara*, from Antwerp, was to cruise off Cherbourg. The U. S. steamer *Sacramento* was at Cherbourg.

At a dinner given to Captain Winslow and other officers of the *Kearsarge*, by Mr. Dayton and other Americans in Paris, the company subscribed a handsome sum to build a monument to Gowan, the sailor, whose thigh was broken while he was serving one of the guns of the *Kearsarge*, and who has died of his wound.

A WRITER in the *Toronto Leader* describes a month's sojourn at Nassau with the following allusion to the blockade runners:—"Every man who, has goods to sell is driving a brisk business. All the officers and men on board the steamers that run the blockade are paid very high wages, and they invariably invest large sums every trip they make in the purchase of dry goods and trinkets as presents to their wives, sisters and sweethearts."

A WILMINGTON correspondent of the *London Times* asserts that during the month of May, twenty-four vessels entered that port safely, and the agent of a British firm at Bermuda has sent an average of three mails per week into Secession from Bermuda and Nassau, and has only lost two mails in two years. The correspondent wonders that England doesn't appoint a consul at Wilmington, and that Englishmen do not go more largely into so profitable a business as blockade running.

ADMIRAL Dahlgren reports that on the 8th instant the U. S. steamer *Sonoma*, Lieutenant-Commander Matthews, captured the small side-wheel steamer *Ida*, which vessel left Sapelo the night before, bound to Nassau. The *Ida* had on board at the time of her capture, fifty-four bales of cotton, ten men, and a captain named Postell, who, it is said, was formerly

a midshipman in the U. S. Navy. Admiral Dahlgren also reports the capture of the rebel schooner *Pocahontas*, on the night of July 7, by the U. S. steamers *Asaules* and *Sweet Briar*, while attempting to pass out of Charleston harbor bound to Nassau. The *Pocahontas* had on board fifty-three bales of cotton, and two hundred and twenty-nine boxes of tobacco.

REAR-Admiral Farragut, under date of July 6, reports the destruction by fire of the blockade-runner chased on shore near Fort Morgan, Mobile Harbor, on the night of the 1st inst. The blockade-runner was set on fire and totally destroyed by a boat expedition from the *Harford*, composed of three boats, under command of Flag-Lieutenant Watson, who was assisted by Lieutenant Tyson, Ensigns Whiting, Hadden and Dana, and Master's Mate Horrick, of the *Harford*, and Ensign Pendleton, of the *Brooklyn*. The boarding party was covered by several of our gunboats, but the enemy's force, which was lying within a short distance, did not open fire until the blockade-runner had been completely burnt out. The name of the vessel was not ascertained.

A NUMBER of our gunboats assisted in defending railroad communication with Washington during the late rebel raid. The *Fuchsia*, Captain Street, and the steamboat *Minna*, from Baltimore, in charge of an ensign, U. S. N., a howitzer and crew, were stationed at Bush River Bridge, Md., and the *Currituck* at Havre de Grace. Captain Street, with a detachment of his crew, captured one of the engines on the Baltimore train which the rebels had seized and set adrift. The prize was sent to Havre de Grace, in charge of Chief Engineer Mackabee and a prize crew. The crew of the *Fuchsia* are curious to know whether they have a claim for prize money on this capture. At Havre de Grace were stationed a detachment of 80 volunteers from the Philadelphia Navy Yard with a battery of eight brass field-pieces and supported by one hundred marines. Captain Forney of the marines assumed command at Havre de Grace, and the presence of his disciplined forces imparted a feeling of great security to the inhabitants.

PREPARATIONS are being made at the Brooklyn Navy Yard for laying the keel of a new steam sloop. The U. S. steamer *Quinepasc*, arrived at the foot of 23d street, New York, from New Haven, on the 14th. The *Kensington* was taken to the Yard on the 15th, from the Fulton Iron Works, where she has been undergoing repairs; she will go into commission in a few days. On the 17th the *Ticonderoga*, Commander C. Steadman, arrived from an unsuccessful cruise in search of the privateer *Florida*. She will stop only long enough to take in supplies. The supply steamer *Newbern*, which has been engaged in transporting men and munitions to Baltimore, also arrived on the 17th, and is now taking in supplies for the North Atlantic Squadron, for which she will shortly sail. The *Pontiac*, Commander Russell, arrived on the 19th for supplies. The two new vessels, *Shamrock* and the *Nyack*, will be ready for sea very soon. The *Susquehanna* has been newly painted, and was commissioned on the 20th, Lieutenant-Commander Blake. She is taking in her supplies and coal preparatory to sailing. The *Mercury* was expected to go into commission on the 21st, and take her trial trip down the bay the same day. The following iron-clads have been recently and successfully launched:—The *Muscoota* at the foot of 8th street, New York. The *Mohongo* at Jersey City, and the *Puritan* at Greenpoint. The Monitor *Miantonomah* is in the dry dock at the Navy Yard, having further work done upon her hull.

THE recent excitement at Washington has somewhat interfered with work at the Navy Yard. During the rebel attack on the Capital Tuesday afternoon, between eight and nine hundred of the Navy Yard workmen, under orders of Commodore Montgomery, at an hour's notice, were called from their shops, formed into companies, mustered into the military service, and placed under command of Admiral Goldsborough. A number of naval officers, Captain Emmons, Captain Ives, Commodore Davenport, Assistant Surgeon Newcomer and others, accompanied the expedition. A detachment of the marines were also put under arms for the defence of Washington. The workmen responded very generally to the call upon them, and an example has been made of those who did not—a number of mechanics and other employes having been discharged on this account. On the return of the volunteers, they were addressed in highly complimentary terms by Commodore Montgomery. On Saturday afternoon the *Amphion* French war steamer arrived, and anchored off the Navy Yard. Two other French steamers arrived about the same time. It is stated that one of these vessels brought dispatches from the French consul at New York to the Minister, on account of the interruption of railroad communication, and the other vessels came around to take off the legation should it become necessary. The steamer *Manhattan*, from Philadelphia, arrived on the 16th, and the revenue steamer *Waynanda*, Captain White, from New York, on the 19th. The *Verbena* and *Juniper*, lately arrived at the Yard, have been transferred to the Potomac Flotilla. Some improvements are in progress at the Yard and others are in contemplation. The Dispensary has been moved to a new building near the Muster Office, which is admirably adapted for its purposes, containing a room for medicinal preparations, offices for the surgeon and assistant surgeon on the lower floor, and three rooms for patients above. An addition to the copper-mill is to be built this fall and additional machinery introduced. A structure for clothing and provisions is also in contemplation. A section of the new ordnance foundry is ready for the roof, and the work progresses steadily. There are to be eighteen furnaces in the building, so arranged that from one to six may be used in melting the metal, which is let into the mould placed upright beneath them on a truck, which runs on a track, where it is allowed to cool. One hundred thousand dollars has already been expended on the building, and the last Congress appropriated fifty thousand more. The medical officers at the Yard are busied in examining naval recruits, of whom a dozen or more are received almost daily.

OBITUARY.

GENERAL SAMUEL A. RICE

Brigadier-General SAMUEL A. RICE, of the volunteer force, died at his home in Oskaloosa, Iowa, on the 6th inst., from wounds received at the battle of Salem River, Arkansas.

General RICE was favorably known throughout the Northwest, with which he was especially connected in his military associations. He entered the service as Colonel of the 33d Iowa Infantry, and received his commission as General for gallant and meritorious conduct at the battle of Helena, Arkansas, where he commanded a brigade. Before the war he was known as a prominent politician of Iowa, of which State he was Attorney-General, from 1856 to 1860.

COLONEL P. S. DAVIS.

In another column of the *JOURNAL*, the manner of the death of Colonel DAVIS, of the 39th Massachusetts Volunteers, is recorded. Colonel DAVIS was for a long time connected with the Militia of Massachusetts, and was especially known as Division Inspector. He bore the reputation of an upright and conscientious man, as well as that of a good soldier.

NOTICES TO CORRESPONDENTS.

The Editor of this JOURNAL will always be glad to receive from officers in the two services, correspondence and general communications of a character suited to its columns. It is necessary that the name of the writer should, in all cases, accompany his communications, not for publication, but as a guarantee of good faith.

Officers are especially requested to give us early notification of all important matters of general interest; of the movements of vessels of war, of casualties among officers; and military and naval events.

The Editor will, at all times, be pleased to respond, in these columns, to enquiries in regard to tactical and other matters.

The subscription price of THE ARMY AND NAVY JOURNAL is FIVE DOLLARS a year, or THREE DOLLARS for six months, invariably in advance. Remittances may be made in United States funds, or Quartermaster's, Paymaster's or other drafts, which should be made payable to the order of the Proprietor, W. O. Church.

Subscribers who fail to receive their paper promptly, will please give immediate notice of the fact.

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The Editor does not hold himself responsible for individual expressions of opinion, in communications addressed to the JOURNAL.

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PUBLICATION OFFICE 39 PARK ROW, TIMES BUILDING.

The editorial and business offices of the ARMY AND NAVY JOURNAL have been removed to No. 39 PARK ROW, (Daily Times Building), directly opposite the City Hall Park, second floor front.

U. S. ARMY AND NAVY JOURNAL.

NEW YORK, SATURDAY, JULY 23, 1864.

THE INTERVAL OF REST.

ELEVEN weeks since the telegraphic wires announced that the Army of the Potomac, rising from its long inertia at Culpepper, had passed the historic Rapidan, in a final attempt to throw itself on Richmond. With what unparalleled events the first eight weeks were fraught, are now the wonder and the household story of the nation. At length, after a campaign whose only vicissitudes were wearisome marches and desperate battles, the much-enduring army halted in front of Petersburg, to enjoy the first interval of comparative rest worthy of that name, which has fallen to its lot since the bivouac at Chancellorsville. That is now prized as *rest* by this Army, which means to lie in stiffened attitudes in dangerous trenches, within four score or eight score rods of the enemy's lines, employed with details of working parties at night, and picket duty by night and by day,—under a southern sun, in choking dust, and during a forty days' drouth; with skirmishing, deadly and constant until the last few days, the crack or rattle of the rifle alternating with the roar of field batteries, the dull booming of siege guns, and the blast of mortars. Yet this is rest.

It is an old aphorism that there never was a campaign without a mistake. No mere fervency of patriotic emotion calls upon the judicious observer to say that in this Virginia campaign of ours, the rule has been for the first time avoided, by the conduct of the offensive party. Not every project has succeeded, not every regimental, or brigade, or division commander has played the soldier as skillfully as his comrade. And even of the excellent general who commands all the Armies of the Union, a great peculiarity and a merit is, not that he always finds out the best plan or the best means at the first experiment, but that he has the good sense and tenacity to seek out and use a second or a third, if the first or the second miscarry.

There should be no question, however, that the recent pause in the campaign, or, at least, the present more silent and deliberate method of conducting it, is justified by the exigencies of the work itself, and also by military principles. That the campaign had for its object not only the possession of the enemy's capital, but the discomfiture of his chief army, became evident at the outset, first from the choice of the overland route, and next from the successive manœuvres to obstruct the enemy's line of retreat, so as to dislodge him from his prepared strongholds, and force him out upon an impartial field. This series of efforts had no little analogy to those which are witnessed in the attack of a permanent fortification. The first requisite in the latter case is to move with the greatest vigor, to make the onset as far as possible a surprise, in order that the garrison, when once the assailant's real strength is discovered, may have no time to call for help. A repetition of brisk assaults is often commendable, even at the hazard of much of the assaulting party's resources. But the moment it is

evident that storming will not succeed, a pause for reflection and rest, for a change in plans and devices, and perhaps for the deliberate work of regular approaches, is next to be looked for. In some previous Virginia campaigns, the error has undoubtedly been to try a siege, before testing the virtues of a rapid and desperate assault. In this campaign, there has certainly been no error of that species. A succession of what may almost be called obstinate attempts to carry the enemy's army by storm, illustrates the long journey from the Rapidan to the Appomattox. Should any just criticism thereon be put forth, it would not be that the effort to sweep off the enemy by bloody charges, in the face of odds, was abandoned too soon. The whole history of the campaign shows its wonderful vigor, and the tenacity with which the Union commander hung to his original project of destroying his opponent, if possible, by heavy blows. After the failure of the *coup de main*, comes, as has been said, the slower process of the parallel and the siege. This, then, will account for the interval of rest at Petersburg.

There are other reasons for the present lull in battle. The Army not being a machine, it would have become unmerciful to have hurled it longer against the enemy. In its leaders there never has been seen such nonchalance as that of the famous general who sacrificed some hundreds of men, that his guests might see what sort of a thing a skirmish was. But apart from considerations of humanity, there was a necessity for delay in the very condition of the troops. The medical and commissary department had been well conducted, but it is not too much to say that the troops were thoroughly worn out. While their spirit and enthusiasm were, and always have been, beyond all praise, the fatigues of so extraordinary a campaign had been overpowering. Officers experienced its effects as well as men. Their conspicuous bravery had stretched out, dead or wounded, commissioned officers of all grades, not by hundreds, but by thousands, before the James was crossed. The effect was apparent in some want of skill and experience in succeeding battles. Captains were sometimes commanding regiments, and majors, brigades. The men, missing the familiar forms and voices that had led them to the charge, would complain that they had not their old officers to follow. On the other hand, more than one leader of a storming party was forced to say, as he came back from an unsuccessful attempt against the outworks of Petersburg, "My men do not charge as they did thirty days ago." A few commanders, too, showed the fatiguing effects of the campaign by a lack of health, by a lack of unity and harmony, or of alertness and skill. The last attacks on Petersburg show clearly how the campaign was telling on men and officers, and the two achievements on the Jerusalem road of the 22d and 23d of June, put the matter beyond all doubt. On the former occasion, the gallant Second corps, whose reputation is unexcelled, fell back, division after division, from the enemy's onset, and one of the very finest brigades in the whole army was captured, with hardly a shot fired. In our account at that time, the probable cause of the disaster was intimated. But when, in addition to this, the Vermont brigade of the Sixth corps was badly cut up on the following day, it became clear that the rapidity of the fighting must be checked awhile. The pace was now too great. There was need of rest, recruitment, and some reorganization. It may be added, that the influx of raw troops and of AUGUR's troops from Washington, with new officers, had temporarily changed the character of brigades, of divisions, and almost of corps. These affairs of the 22d and 23d of June were the last offensive movements of infantry in force.

But the new aspect which the campaign assumed at Petersburg, led us to look for new measures. The enemy had reached his capital, and what might almost be called a two-fold objective had been reduced to simplicity, as, also, the co-operative attacking column under BUTLER was united with the main Army under MEADE. The problem was, and still is, to cut the communication of the city and its great outlying camp. It is a great task, but one already progressing, though hitherto with but partial success. Hence the two cavalry raids, the one north of the James, and the other on the Danville railroad. Hence also the unhappy movement on Lynchburg. Mounted men were in the main to be relied on, from the necessity of celerity; and accordingly the main Army is found

at ease in the its trenches, making its position impregnable, and daily pushing forward heavier armaments with which to bombard the city. The enemy would naturally attempt diversions like the Maryland raid, which latter, however, neither made nor marred essentially the present position of forces and plan of campaign. Some counter-attacks on our lines at Petersburg would also naturally be attempted, and will be looked for. In this case, the excellent water-base and facile communications of the besieging army will be of service. Lastly, it is difficult to see why the repossession of the Shenandoah Valley should not become one of the very first efforts of the campaign. Moreover, if the movement on Lynchburg was, as it appeared, an essential element in the main plan, it should seem that a new movement more formidable and more successful, would be directed against that point at the earliest day practicable.

THE DRAFT.

THE President's call for more men to swell the Armies of the Republic has been received in the main with favorable acquiescence. Undeniably there are some signs of disapproval, but these have taken no definite shape; while the numerous opposite manifestations are creditable to the nation. When the campaign opened, no further draft during this year was generally anticipated, as all our preparations had been thought complete. But as soon as its incipient movements disclosed its vast, and probably decisive, character, the question of resources and reserves immediately came up. When, in addition, the comparative strength of the enemy was found greater than had been reckoned, it was arithmetically clear, that, if GRANT proceeded on his original plan, another draft at the North was not far distant. While the campaign in this regard may be said to have exhausted its present resources, without securing its object, it may also claim to have exposed to the people how great this task is which they have undertaken to perform. The new call, then, is justifiable on the simple ground of necessity.

But the *morale* of calling out a fresh force may add to its justification. Every soldier knows how inspiring the knowledge of reinforcements is in the crisis of battle, and how dispiriting that knowledge is to his opponent. The discouragement which will ensue to the Confederacy, and the cheering effect on our men, will be obvious. The new draft also shows our determination and sincerity. It will try our people more severely than any of its predecessors, for the numbers are vast, and there is to be no commutation. We shall deserve to win back the integrity of the Republic.

The term of enlistment or drafting is one year. Short terms have always been mistakes. The first call for three months troops was a great error, but an expedient in a crisis. The nine-months troops were useful, but their time had better have been made longer, so that the work of two campaigns might have been done by them, instead of one. Besides, they were discharged soon after being trained to usefulness as soldiers. The majority, probably, would have volunteered for 12 or 15 months as quickly as for 9. So now, 15 months even would have been a better term of service than 12. The first part of a recruit's term is wasted in learning his duty—in learning how to be a soldier. This draft, however, looking both at the time and the numbers, is based on the obvious assumption that the war will be ended in 52 weeks, if at all. For its numbers are so vast as to cause no little complaint at a future day, should 500,000 troops be so badly economized as not to substantially break an opponent whose armies we outnumber now. But it is usually unsafe to speculate on time in such matters, as sad experience has taught. Our belief is that the Army of the Potomac was as large at the outset as its commander required. But every army is certain of some diminution, even if it loll in garrison the year round; and obviously of far greater in a campaign like the present. What is wanted is to keep the ranks constantly full. Too great an army is unwieldy. With good generalship, reinforcement up to the point of easy and skillful handling, is all that is needed.

Our future reinforcements should be applied steadily, and in such numbers as may be called for—not in a sudden rush of a new and raw levy of immense numbers. It is not the rally to arms of a million six months men, or of "every able-bodied man in the 'country'" that is going to crush the Rebellion by

dead weight. It is rather constantly filling up the Army to that level of utility which its commander has discovered. For such a purpose, men may be wanted, not perhaps all within a few months, but at all times until the Rebellion is over.

It is fortunately true, however, that, under the operation of the draft, many volunteers for three years will be secured. It is beginning also to be evident that the "summer campaign" will be made a winter campaign as well, if necessary, that it will have no close without a decisive result. There may be intervals of rest, and diversions here and there, but the Army has gone to Richmond for no purpose, and with no dream, but to take the city, be it next month or next year.

THE MONITOR QUESTION.

CAPTAIN ERICSSON has introduced, at a proper time, the important question of the real merits of the class of iron-clads known as Monitors. These ships have now had abundant time to prove their qualities in actual service; the public has waited with creditable patience for the results, and we are glad that Captain ERICSSON, to whose ingenuity and genius we are indebted for these vessels, has seen it proper to open the question of their merits himself, by his letters to different journals, in reply, as he says, to a number of correspondents.

Whether the Monitors combine in greatest perfection the qualities needed in an iron-clad ship of war, is rendered not only a proper but a very important question, by the fact that they are the only kind of iron-clad ship built by us, with the exception of the *New Ironsides*, and the armored steamers constructed for a peculiar service on the Western rivers. If the Monitors are the best, then we are very comfortably off, for we have a numerous fleet of them; if, on the other hand, they lack some of the qualities which are required to make such ships efficient and trustworthy, then we ought to know it, in order to remedy their defects, if that is possible, or to build no more of their kind, if the defects are inherent and unavoidable. A question of such gravity ought to be treated carefully, and with knowledge.

The present state of the dispute between Captain ERICSSON and those who believe that the Monitors are inefficient ships, is as follows:—Captain ERICSSON asserts that his ships are seaworthy; his opponents say that two of them have sunk. He replies that the *Dictator* class will not sink; they answer that these have not been tried. They charge that the Monitors lack speed; he replies that when their bottoms are clean they will steam eight statute miles per hour; to which they rejoin that their bottom cannot be kept clean without very great trouble, and that the actual speed attained on service does not exceed, on the average, four knots. He asserts that they are well ventilated; they reply that in action and in heavy weather they are so close that the men and officers suffer. Captain ERICSSON calls them an impregnable fleet; but his opponents reply, if so, why do they not prove it by going into Charleston or Mobile? He says the obstructions prevent; but one of the daily papers, the *Evening Post*, asserts that the land forces near Charleston offered to remove the obstructions, but were forbidden by the commander of the Monitors. Finally, Captain ERICSSON says they are excellent for harbor defence; to which his opponents reply that forts are as effective and cheaper, and that the Monitors were not built to defend but to attack harbors.

It appears to us that the disputants disagree, because one, Captain ERICSSON, is describing a theoretical Monitor, the others are considering its practical use and availability. But however sound the theory may be, if the ships built in accordance with it do not perform the task or answer the purpose for which they are made, they must be held to have failed. Now, what are the facts? The first Monitor, in a battle with the very rudely contrived *Merrimac*, drove her back into Norfolk; but she did not follow her into that harbor, and thus the fruits of her success were lost. The *Weehawken* captured the *Atlanta*, but the prize was so little injured that she was towed into Port Royal and sent North with very little repair. We believe her machinery got out of order at the beginning of the action and she became unmanageable, and was thus forced to surrender. In the trial on the Ogeechee the guns of a land battery were able to do considerable damage to the Monitor engaged. The

attack upon the fortifications of Charleston, was, however, the first complete trial to which these ships were exposed. There they failed. If that trial was not conclusive, as to their powers, why have fifteen months passed without another trial either there, or against some other of the Rebel ports? This is the question which practical men, anxious only to see the work done, and ready to praise whatever kind of ship does it, ask.

In discussing the merits of the Monitors, however, the most important witnesses are those who have handled them under fire. It has, we are aware, been hinted, that many officers are prejudiced against these ships; but Navy officers are patriotic gentlemen; they are ambitious to win victories; and such a charge is not to be lightly brought against such men. What do they say in their official reports? Commander JEFFERS wrote, officially, in regard to the turret system, "protecting the guns and gunners does not, except in special cases compensate for the greatly diminished quantity of artillery, slow speed, and inferior accuracy of fire." Admiral DU PONT reports that though not one of his fleet was under fire over forty minutes, yet "five of the iron-clads were wholly or partially disabled, and that too in that which was most essential to our success, I mean their armament or power of inflicting injury by their guns." Captains DRAYTON and JOHN ROGERS and Commanders AMMEN, GEORGE W. RODGERS, FAIRFAX, and DOWNES, unite in a report that "it had been proved"—in the attack on Charleston, "that any very heavy blow on the turret was very apt to disorder and stop it;" and that "the very slow fire possible from the 15 inch gun, and the fact that to be effective against stone walls, it must be brought so near as to take away from the impenetrable character of the iron-clads," constituted important points of weakness. Admiral DUPONT reports, again, that "with even their diminished surface, they are not invulnerable, and their various mechanical contrivances for working their turrets and guns are so liable to immediate derangement that in the brief, though fierce engagement at Charleston, five out of eight were disabled."

Now, the gist of the whole matter appears to us to be this: The Monitors have, of necessity, few guns, and therefore, as compared with the land batteries, which they are to engage, slight offensive power. Their guns, however, are of extraordinary power, and if they could be applied for a sufficient time, would no doubt be effective. The problem, therefore, was, to make these ships so entirely shot-proof, that they could take their time in an attack; that they could receive any reasonable amount of pummelling unhurt, and meantime make their tremendous shot tell. Into such a problem, the question of speed did not enter; and Captain ERICSSON rightly, as we think, paid little attention to it. Everything depended upon their invulnerability; the vital point was that the ship should be able to sustain an enemy's fire uninjured, and this was clearly Captain ERICSSON's own thought; and therefore he placed the battery in a turret made immensely strong, and depressed the hull of the ship to near the water's edge.

If the monitors had proven themselves shot-proof their speed would have mattered but little. It would have been of no consequence whether they steamed four or eight knots. They would have done their work thoroughly, and no artillery now used could have withstood their slow, ponderous hammering. But unluckily, it is on this vital point that their success is questioned.

THE *Military Gazette*, of Darmstadt, gives details of the organization of the Swedish Army. This army is composed of enrolled men, licentiate, and conscripts, and also of the militia of the island of Gothland. The enrolled men are held for six years service, and are composed of the following sections: Two regiments of infantry guards, each consisting of two battalions or eight companies; a regiment of chasseurs, of six companies; a regiment of horse guards, of four squadrons; the regiment of the hussars of Charles XV., of six squadrons; three regiments of artillery, including the artillery of Swea, with 6 horse batteries and one foot battery, and the artillery of Gotha, with 6 horse batteries, and the artillery of Wend, with 4 horse batteries. The licentiate troops are composed of citizens obliged to serve, and to whom is given a piece of ground of a certain size, with other pay in money, &c. The officers have a similar

compensation, greater in value. These troops are called out for drill once a year, and afterwards return to their land, and work there if they please, or if want compels them. But otherwise they do not, for the proprietary or the State is compelled to bear the burden of the work done for them. There is no permanent *cadre* for these troops, as it would be superfluous, since they are obliged to serve for life. The service commences at youth and continues to old age. The militia of Gothland is composed of twenty-one companies, held only to the defence of the island. All Swedes from twenty to twenty-five belong to the class of conscripts. The whole Swedish force is reckoned as follows:—The infantry guard at 1,800 men; the cavalry guard, 450; the line, the regiment of chasseurs and the licentiate at 24,000 infantry and 4,450 cavalry, the artillery at 3,350 men and 176 pieces, the engineers 1,180, and the train, 4,667. The militia of Gothland ought to number 8,500 men, as this would be only about a sixth part of the population, reckoning the latter at about 50,000. The conscription should furnish the government with 70,950 infantry, 3,760 cavalry, and 1,700 artillery. The *Spectateur Militaire* says that if you add to the sum total of 76,410 men between twenty and twenty-five years, the figure of 10,000 marines of the same age and 16,686 men of the preceding levies, you will detect somewhere an error in arithmetic, for it is evident that a population of 3,856,886 Swedes, men, women, children and old men, is not in condition to put under arms 86,410 men from twenty to twenty-five years. Accordingly, if the Swedish army can be armed, in case of effort, to 120,000 men, it will be very remarkable, since, besides the army, Sweden has always outside the country 15,000 men upon its merchant ships. Hence a greater effort would be ruinous to the country and exhaust its men and money.

At No. 151 Broadway, New York, may be seen the models of a novel style of ocean iron-clad, the invention of Captain WALKER, formerly of the merchant marine, and an experienced naval architect. Captain WALKER's plans combine the essential elements of speed, buoyancy and seaworthiness, to so unusual a degree that, though slow to commit ourselves to untried ideas, we cannot hesitate to commend his projects to the careful consideration of all who are interested in the improvement of the navy. The inventions claimed by Captain WALKER, are: First, a double concave bottom which, displacing water near the surface insures straight lines and consequently greater speed and buoyancy. Second, a direct and inverted arch, united with a truss running through the centre of the vessel, thereby securing immense strength without occupying more room than in the usual plan of ship-building. Other advantages are claimed by Captain WALKER, such as an oval deck, exhibiting no tangible point of resistance, a turret, so arranged as to be movable on itself, and at the same time admitting of the rotation within it, of a turntable supporting the guns. The arrangement of pilot-houses, so as to be raised or lowered at will, the system of ventilation, are matters, too, worthy of attention. Our own impressions of the excellence of Captain WALKER's plans coincide with those of such of our naval officers as have investigated them.

From information lately received, in regard to the manner of General WADSWORTH's death, it appears that when wounded he remained after the battle within the Rebel line. He was taken to the hospital improvised in the Wilderness, at White Oak or Oak Run Church, where his wound was dressed. He had been struck by a rifle-ball in the top and back of the head, the ball breaking the superior part of the occipital bone. The Rebel surgeons treated him with marked attention and ministered to him as faithfully as if he had been one of their own officers. He never spoke after being wounded. In his hands he held a crumpled piece of paper bearing his name and rank; when any one asked for it he gave it willingly, but when it was returned he closed his fingers tightly upon it. Food was given him, but he could not swallow even milk. When he died, a patriotic Irishman, named PATRICK MCCACKIN, procured a coffin at his personal expense, and buried the General in his uniform.

COLONEL DANIEL MCCOOK (Acting Brigadier), of the fighting McCook family of Ohio, has died at Cincinnati, of wounds received at the battle of Kennesaw Mountain while charging the earthworks. He is the fourth of the McCook family who have been killed since the Rebellion—the father and three sons—all of whom have been killed or died in the month of July.

MAJOR THOMAS L. CASEY, son of Major-General CASEY, and Lieutenant SMITH, who have been employed upon the fortifications of Maine, have been ordered to report for duty in the field at Washington.

FOREIGN MILITARY AND NAVAL MATTERS.

ONE-half of the official income of the late Duke of Malakoff is to be continued, by order of the Emperor, to his only child, a girl of five years old.

A SILVER trumpet was recently sent by the King of Prussia to the regiment which displayed the greatest bravery in the assault on Duppe. It was awarded to the 35th Regiment of the line.

THE British tars now and then get a taste of prize money from the "tonnage bounty" allowed for the capture of slaves. The crew of H. M. S. *Zebra* have recently shared in the proceeds of two such prizes.

It would seem that the proposition to furnish SEMMES with a new sword "has not met with any encouragement from those intelligent naval leaders whose names would have gilded the present with standard value."

THE Fourth Annual Military Rifle Match, open to all officers and men of the British Army, took place at Aldershot, June 27-29, the entertainment being varied with a sham fight in which the mock enemy were, of course, badly worsted.

THERE has been a subscription opened in Denmark for the widows, orphans and wounded of the war, which produced in a single day, at Copenhagen alone, over 300,000 francs. The king put down his name for 12,000 francs a year through a term of ten years.

TWO boarding-house keepers—one in Liverpool and the other in London—have been committed for trial on charges of having violated the foreign enlistment act, by engaging men for service on board the Rebel steamers *Georgia* and *Rappahannock*. Both prisoners have been admitted to bail.

GENERAL SIR ROBERT WILLIAM GARDINER, G.C.B., K.C.H., Colonel-Commandant of the B Brigade, Royal Horse Artillery, died on the 26th of June in his 84th year. He served as an artillery officer under WELLINGTON and SIR JOHN MOORE in the Peninsula War. He was also present at the battle of Waterloo.

THE Chinese newspapers give full accounts of the repulse of the Anglo-Saxon contingent under Colonel GORDON at Chang-chow-foo. The fighting was desperate. In the assault no fewer than six European officers were killed and twenty-one wounded. The officers did nearly all the fighting when the storming was to be carried out.

THE British "Good-Service Pension" of £300 per annum, vacant by the demise of Admiral SIR ARTHUR FANSHAW, K.C.B., has been conferred on SIR PROVO WALLIS, who assisted as Second Lieutenant on board the *Shannon* in the capture of the American frigate *Chesapeake*—the command of the *Shannon* in that engagement falling upon him after the disabling of both of his superior officers.

A WAR Office return shows that there are in British North America, New Zealand, and the Cape (not reckoning men ordered home and not to be replaced), eight companies of the Royal Engineers, twenty-two and a half batteries of Royal Artillery, twenty-six regiments or battalions of infantry, one of the Military Train, and two of colonial corps, borne on the strength of the Imperial army.

THE increasing difficulties experienced in working heavy guns upon the old carriages and slides, have induced the British Admiralty to have a wrought-iron carriage and slide constructed in the Arsenal upon the principle of Commander SCOTT, R.N., who in 1862 proposed the mounting and working of guns from 12 to 20 tons weight upon the broadside, and designed a frigate to carry them in a central battery.

THE great iron company of Marseilles has just completed, at their dockyard at La Seyne, near Toulon, an iron-plated steam gunboat on a new model. It has already been tried, and the result was most satisfactory. It may be easily separated into eighteen pieces, and each of these forms a small boat, which may travel over land or navigate the sea with equal facility. The gunboat, when entire, accomplishes 8½ knots an hour. When taken to pieces a whole fleet of gunboats may be moved from one place to another by railway at the rate of thirty-five miles an hour.

THE *Trister Zeitung* gives a statement as to the performances of the Austrian fleet on its way from the Adriatic to the Baltic. The fleet consisted of the steam line-of-battle ship *Kaiser*, the steam frigate *Elizabeth* and the iron-clad frigate *Don John*, all of them noble ships of their respective classes, well appointed, well officered and armed. But they had hardly got out to sea before a strange and appalling calamity fell upon them. The crew of the *Kaiser*, with the exception of about a hundred men, were suddenly taken *sex sick*—and continued in this state for many days. The engineers were unable to work their engines, the men could not be kept on deck. The *Don John* suffered in like manner; and both ships having been overtaken by a tempest were considerably damaged, the iron-clad particularly being obliged to put into Lisbon for repairs. Neither crew could be mustered once on the passage for artillery practice.

THE London *Naval and Military Gazette* expresses the belief "that GRANT's plans have failed and that the campaign has virtually ended. How is he to escape, except as McLELLAN did two years ago, we are unable to see." In regard to the picayune war of England with New Zealand it says: "As yet there is nothing like decisive success on our side, such as (if we must

fight at all in such a quarrel) there should be. In some instances, we grieve to say, unquestionable failure has tarnished the brightness of our arms. When we hear of a British force of 100 men, cut in two, and completely scattered by undisciplined barbarians, perhaps not in excess of numbers (the entire numbers of natives in arms being greatly inferior to ours), we cannot but exclaim:

"Can such things be,
And overcome us like a summer's cloud,
Without our special wonder?"

REPORT ON THE CHENANGO DISASTER.

To the Editor of the Army and Navy Journal:

SIR:—The readers of your paper will doubtless recollect the bursting of the boiler of the U. S. S. *Chenango*, and the attending circumstances, which were made the subject of a coroner's inquest in April and May last. Two verdicts were rendered, the majority of the jury ascribing the bursting to its true cause and detailing the facts with accuracy. While this inquest was in progress, the Navy Department called upon the Academy of Science to appoint a commission to examine into and report upon the circumstances attending this bursting. The commission consisted of Professors JOHN F. FRAZER, and FAIRMAN ROGERS, of the University of Pennsylvania, and of Mr. LEWIS M. RUTHERFORD, all well-known gentlemen of the highest scientific attainments, and who had already given great attention to the investigation of this class of facts. Their very able report has just been received and is herewith forwarded to you for publication. Its gravamen will be found in the following sentence, namely:—"The Committee are therefore [after a resumé of the facts and evidence] of the opinion 'that the boiler was not braced according to the specification, and that this difference was the cause of the disaster.' This is substantially the finding of the coroner's jury above referred to, which says the accident was 'the result of imperfect bracing'—and of that alone, particularizing the great difference between the bracing required by the specification and that actually put in by the contractors, and expressly repudiating all theories of low water, superheated steam, inherent weakness in the type of boiler, etc., of the existence of which there was not a particle of evidence or reason, but which had been attempted to be established for the purpose of screening the real parties in fault at the expense of truth and justice to the Department and others.

The bursting of the *Chenango's* boiler was due simply to the cause which has proved so fruitful of disaster to the Department on its steamers, namely:—the building of their machinery of inferior materials and workmanship, and of deliberate variations from the specification of the contracts by the contractors to cheapen the construction and allow them to make more money.

There only remains to notice that the Committee are in error in the last paragraph of their report, in which they state that the angle iron riveted to the top of the boiler is of less strength than the braces to be attached to it. The Committee was not aware that each fork of the brace was to be widened on the angle iron and attached to it by two pins, instead of one, making four pins for each one-and-a-half inch brace, instead of the two the contractors had used, and which would have equalized the strength of the angle iron and of the bracing attached to it.

All the machinery of the Department is constructed from detailed specifications and drawings, under the supervision of inspecting engineers. It has taken every possible precaution to insure excellence and fidelity, but in the case of the *Chenango*, as well as of many others, the cupidity of its contractors and the negligence of its inspectors have rendered them unavailing.

To A. D. BACHE, LL.D., President of the National Academy of Science:—

SIR:—The undersigned, a committee appointed by you to examine into and report upon the circumstances which attended the explosion of a boiler on the United States gunboat *Chenango* in the harbor of New York, on the 15th of April last, and the causes of that explosion, respectfully report: That as soon as possible after their appointment, they met in the city of New York, and proceeded to examine the condition of the exploded boiler, which was then at the Brooklyn Navy Yard; but that, in consequence of the time which had elapsed between the accident and the date of their appointment, it was not possible for them to examine any of the witnesses who had been on board of the boat at the time of the accident, Captain Fillebrown, who had been in command of the *Chenango* at the time of the disaster, having been ordered on duty elsewhere, and the only surviving assistant engineer on board having since resigned from the service. The committee, in determining the circumstances attending the explosion, was therefore compelled to procure a copy of the testimony given on the coroner's inquest, which certified copy is herewith submitted. The committee, however, personally examined Mr. Cragg, the engineer who superintended the hydraulic test of the boiler in question, and carefully inspected the boilers of the *Chenango*, both that which exploded and its mate,—one of the committee having entered the boilers and made a minute and a thorough examination of their internal condition. The committee was furnished with every facility for making the examination and collecting information by the officers of the Navy Yard, and have been supplied with the specification under which the boiler was built, and tracings of the drawings of the boiler and of one of the broken stays by Mr. Isherwood, Engineer-in-Chief of the United States Navy. It also owes to the kindness of the proprietors of the Morgan Iron Works an opportunity of carefully inspecting the working drawings of the boiler.

From the investigation which the committee has been able to make, the circumstances attending the explosion appear to be as follows:—The boat left the Navy Yard at Brooklyn between 2 and 3 o'clock on Friday, April 15th. When below Governor's Island, Captain Fillebrown, who was then in the engine-room, noticed that the gauge indicated 26½ lbs. of steam; the explosion took place about 4¼ o'clock, when the boat was between Fort Lafayette and Fort Hamilton. The Captain had just left the engine-room, and the engineer in charge, Mr. Cahill, had reported to him that "the engine was working beautifully; that he was perfectly satisfied with its performance." An indicator card, found in the engine-room after the explosion bears the record—April 15th, 4 P. M., steam 34½ lbs.; showing that a short time before the explosion, there was no excessive pressure in the boilers. Mr. De Luce, the Engineer-in-Chief of the Brooklyn Navy Yard, testified that when the boat came back to the wharf, the safety valve was loaded to 39½ lbs. The boilers were of the form well known as the "Martin boiler," and contained each five furnaces, over each of which was a tube box containing vertical tubes connected with the water-space of the boiler. The top of the boiler, which was flat, was three feet above the tops of the tube-sheets, to which it was stayed. It was also somewhat strengthened by nine bars of T iron, 3¼ by ½ inches running across the boiler in the direction of its breadth, which bars were bolted to the shell every two inches, and had attached to them braces, by which the top was sustained from the tube-boxes. It is not considered necessary to describe the remaining arrangements of the boiler and its braces, as no other part than that alluded to in the description above gave way. The braces mentioned above were 84 in number, bolted or pinned to the web of the T iron, twelve inches apart, and were arranged in pairs, each pair being attached by two bolts to one leg of the same section as the brace—viz.: 1½ inches by ½ inch. These tags were riveted to the

sides of the tube-boxes, each by two ¼ inch rivets, one above the other; so that the lug was fixed in a vertical direction, while the strain from the braces came obliquely upon them—thus throwing the whole strain of the tension upon one side of the lug. The lug rivets being ¼ inch in diameter, the effective area of each lug was 0.64 of a square inch, and the aggregate area of the 84 lugs, on which was borne the strain tending to press outward the top of the boiler, was 20.48 square inches. Upon examining the boiler, it was found that the top of the port-boiler had been torn above the line of rivets running lengthwise of the boiler, between the first and second tube-boxes, counting from the after side of the boiler,—the rent extending from the steam drum across the whole top and down the back of the boiler below the top of the furnaces. The forward edge of this rent had been forced upward, and the steam and water discharged through the opening thus made. There had been no displacement of the boiler, and no indication of great mechanical force, except that the deck over the boiler had been broken up by the lifted part of the top shell. In the interior all the vertical staying had been broken; in the majority of cases the lugs having parted at the upper rivet, while in thirteen cases the bolts by which the braces were attached to the lugs had been sheared. These bolts were ½ inch in diameter; and as there were two of them for each pair of braces, the sum of the areas of resistance in each case was 0.62 of a square inch, or about the same cross section as that of the lugs. By examination of the drawing of one of the broken lugs, it will be seen that the lugs had been somewhat drawn down before it broke—a fact which the committee regards as of some importance, as indicating that the force which broke them was not suddenly applied, but was to some extent a gradual strain.

In looking for the cause of this sad accident, it may be remarked, in the first place, that there is no probability that the pressure in the boiler had been gradually raised above that which it was intended to carry. The testimony of Mr. De Luce as to the load on the safety valve the declaration of Captain Fillebrown that the vessel was not running at speed, and above all, the evidence of the indicator cards taken at 4 o'clock, and showing the steam at that time to have been 3½ lbs., appear to the committee conclusive on that point.

But the best reason for setting aside this hypothesis is, in the opinion of the committee, the character of the accident itself. Experience has shown that explosions caused by throwing water upon hot surfaces are of the most violent character—the boiler being generally torn to pieces and the fragments thrown with great force and in every direction. This accident, on the other hand, appears to have been a simple rupture of the shell, without any displacement of the boiler, or injury to other parts of it. Again, a force generated in this way is necessarily very sudden in its action,—partakes, in fact, very much of the nature of a true explosion in its instantaneousness. Had it happened here, the committee would have expected to find the broken lugs snapped short, without any visible drawing down or reduction of their cross section; but in this case, as has been before remarked, and as may be seen by the drawing of one of the broken lugs, the metal had been materially drawn down, indicating that the force in operation was comparatively slow, and had given time for this change in the iron.

In connection with this subject, the attention of the committee was particularly directed to the discovery of signs of overheating of the boiler. Mr. De Luce testified before the coroner that the arch of one of the furnaces bore signs of having been very hot. But this is easily explicable when we remember that by the rupture the boilers were emptied of their water below the level of the furnace crowns, and how long it was before the fire-room became sufficiently free from steam and hot water to allow the fires to be drawn. During the investigation before the coroner, great stress appears to have been laid upon the scorching of the felt jacketing of the boilers, and the melting of the lead which covered them, and these actions were attributed to overheated steam issuing from the rent. In regard to the lead, the committee can say nothing; this investigation showed nothing that looked like melted lead, except a drop of solder at the end of a seam, which had probably been left there when the seam was formed. As to the felt, the great mass of it was entirely unchanged; but around certain of the rivets was occasionally found a black, coal-like mass. A close examination of this under a lens convinced the committee that it was not the felt which was charred, but some foreign substance, apparently of an oleaginous or resinous nature, which had been absorbed by the felt and charred by the steam escaping from a leaking rivet; probably it was the altered paint of the top of the boiler. The removal of the deck over the star-board boiler, which had not exploded, revealed the same appearances about in the same degree. The committee therefore assert that they saw no proofs of overheating, excepting such as might have occurred, and probably did occur, after the escape of the water from the boiler.

But indeed every speculation upon this subject is rendered useless by a simple calculation of the strength of the vertical staying of the boiler. If we estimate the flat top of the boiler at 112 square feet (or 16,128 square inches), the total pressure at 34½ lbs. per square inch will be 566,416 lbs., to be borne by 20.48 square inches of iron (which has been shown to be the aggregate of the 84 lugs), which is a tension of 27,100 lbs. per square inch. This is a heavier strain than should be put upon iron, where everything can be made to bear evenly and without jerks. It must also be remembered that the oblique strain of the braces upon the lugs caused the greater part of this tension to be borne on the section on one side only of the rivet, so that the iron was probably strained almost to its ultimate strength; if in this condition of things any one lug parts, the rest must necessarily follow, and the rent in the shell would ensue. The bolts by which the braces were attached to the lugs having a double strain, should have been twice as strong as the lugs (providing the sheathing and tensile strength per square inch of section be the same); but the strength of the bolts and lugs was so nearly the same that when the upper bolt was not broken, it was all ways bent.

If it be asked, how under such circumstances the system withstood the hydraulic test at 60 lbs., the answer will be found in the statement of Mr. Cragg, the engineer in charge,—that it was submitted to the pressure only for a moment. In fact, Mr. Cragg stated to the committee that several of the braces in the port boiler were broken, and were repaired after the test; and the committee found several in each boiler attached by screw bolts, which were probably those ruptured during the trial. Doubtless many, if not all the remainder were overstrained. If, as was testified by the foreman of the Morgan Works, and as the appearance of the iron rendered probable, the lugs were runched cold, considerable injury must have been done to the fibre of the iron, and an additional source of weakness introduced.

The Committee are therefore unanimously of the opinion that the rupture of the shell of the boiler of the *Chenango* was caused by the insufficiency of the vertical stays, by which the top of the boiler was fastened to the tube boxes, to withstand the pressure which was intended to be used in the boiler; and that these stays were insufficient in number and injudiciously arranged.

Perhaps here this report ought to close. It is certainly no part of the duty of the committee to discuss the question, much vexed before the coroner, as to the efficiency or danger of this kind of boiler. Whatever defects it may have were not developed here,—the boiler having given way from defective construction. But it is scarcely possible to close the report without expressing an opinion as to whether the fault lay in the specification, or in the neglect to comply with its requisitions. The portion of the specification which bears upon the matter is found on page 14, and is in these words:—"The boilers to be stiffened in the direction of their breadth, or top and sides down to top tube plate, with T iron placed every twelve inches, to which the bracing will be attached. The T iron to be rivetted to shell every 4 inches—rivets on opposite sides of the web—breaking joints so as to make the T attached every two inches. The T iron to be 3 inches by 3 inches by ½ inch. The shell to be braced at points not exceeding twelve inches between centre, with 1½ diameter rods of the best quality wrought iron, and thoroughly secured." This would require over a hundred braces. If we assume ninety braces as the number expected by the engineer-in-chief, the aggregate area of cross section to resist the strain is 159.08 square inches, or about 9,600 lbs. per square inch. Or if we assume the area of the shell on which the pressure was borne to be 17 feet 3 inches by 9 feet 3 inches (or 23,977 square inches), the tensile strain would still be only 5,068 lbs. per square inch, or about one-eighth the average strength of commercial iron. This is within the safe limit. But it must be noticed that this calculation makes no allowance for rivet holes, and the specification has been taken as giving the area of cross section at the weakest point of the brace. It seems perfectly evident that, when the braces

were required to be "thoroughly secured," it was meant that every point of the bracing should have a strength equivalent to that here given. This is clearly not the case when two braces are united to one of only the same cross section as the brace. The committee are therefore of the opinion that the boiler was not braced according to the specification, and that this difference was the cause of the disaster.

In conclusion, the committee would respectfully call attention to the fact, that in the system of bracing required by the specifications, by far the weakest point is the attachment of the brace to the T iron. When the bolt hole for the upper end of the brace is made in the vertical rib of the T iron, there is not enough of iron left below to resist the strain for which the brace is calculated. There should be at least 2 inches of $\frac{1}{2}$ inch iron below the hole, or the thickness of the web should be proportionately increased. In the boiler of the *Chesapeake*, the dimensions were $3\frac{1}{2}$ by $3\frac{1}{2}$, in place of 3 by 3 inches, as ordered by the specification.

All of which is respectfully submitted.

JOHN F. FRAZER,
LEWIS M. RUTHERFORD,
FARMAN ROGERS.

ARMY GAZETTE.

[OFFICIAL.]

BY THE PRESIDENT OF THE UNITED STATES OF AMERICA.
A PROCLAMATION.

WHEREAS, By the act approved July 4, 1864, entitled "An act further to regulate and provide for the enrolling and calling out the national forces and for other purposes," it is provided that the President of the United States may, "at his discretion, at any time hereafter, call for any number of men, as volunteers, for the respective term of one, two, and three years, for military service, and that in case the quota, or any part thereof, of any town, township, or ward of a city, precinct, or election district, or of a country not so subdivided, shall not be filled within the space of fifty days after such call, then the President shall instantly order a draft for one year to fill such quota, or any part thereof, which may be unfilled."

And whereas the new enrollment heretofore ordered is so far completed as that the aforementioned act of Congress may now be put in operation, for recruiting and keeping up the strength of the armies in the field, for garrisons, and such military operations as may be required for the purpose of suppressing the rebellion and restoring the authority of the United States Government in the insurgent States:

Now, therefore, I, ABRAHAM LINCOLN, President of the United States, do issue this my call for five hundred thousand volunteers for the military service; provided, nevertheless, that this call shall be reduced by all credits which may be established under section eight of the aforesaid act, on account of persons who have entered the naval service during the present rebellion, and by credits for men furnished to the military service in excess of calls heretofore made.

Volunteers will be accepted under this call for one, two, or three years, as they may elect, and will be entitled to the bounty provided by the law for the period of service for which they enlist.

And I hereby proclaim, order, and direct that immediately after the fifth day of September, 1864, being fifty days from the date of this call, a draft for troops to serve for one year shall be had in every town, township, ward of a city, precinct, or election district, or country not so subdivided, to fill the quota which shall be assigned to it under this call, or any part thereof which may be unfilled by volunteers on the said fifth day of September, 1864.

In testimony whereof, I have hereunto set my hand and caused the seal of the United States to be affixed.

Done at the city of Washington this eighteenth day of July, in the year of our Lord one thousand eight hundred and sixty-four, and of the Independence of the United States the eighty-ninth.

ABRAHAM LINCOLN.

By the President:

WILLIAM H. SEWARD, Secretary of State.

DISMISSALS

For the week ending July 9, 1864.

Major D. C. Howard, 103d Ohio Vols., to date July 5, 1864, for absence without leave, neglect of duty in failing to report to his regiment, so as to keep the commanding officer thereof advised of his whereabouts.

Captain William Osterhorn, 31st Missouri Vols., to date July 2, 1864, for drunkenness while on duty, neglect of duty, and conduct unbecoming an officer and gentleman.

Captain D. H. Powers, 6th Michigan cavalry, to date July 5, 1864, for treachery and cowardice.

Captain Christian Hedges, 7th Iowa veteran Vols., to date July 6, 1864, for intemperance and straggling.

Captain Arthur Weicker, 20th New York battery, to date July 7, 1864, for desertion, and improper conduct in obtaining his appointment as Captain.

Captain J. W. Parmeter, 12th Kansas Vols., to date July 7, 1864, for habitual drunkenness.

Captain H. J. H. 22d Pennsylvania cavalry, to date July 8, 1864, for having tendered his resignation based on surgeon's certificate, specifying him to be a confirmed inebriate.

First Lieutenant C. J. Ball, 13th United States infantry, to date January 10, 1864, for absence without leave.

First Lieutenant C. J. Chaffield, 20th New York battery, to date July 7, 1864, for improper conduct in obtaining his appointment as First Lieutenant.

Second Lieutenant J. Hank, 20th Indiana Vols., to date June 20, 1864, for absence without leave.

Second Lieutenant Cornelius McLean, 39th New York Vols., to date July 7, 1864, for absence without leave, and failing to file the necessary surgeon's certificate of disability, and make reports to his regiment, as required by the regulation of the War Department.

Second Lieutenant E. K. Shaw, 9th Maine Vols., to date May 20, 1864, for misbehavior while his command was in front of the enemy, in falling back from his position on the picket line without cause and without orders.

The following officers of the 29th Pennsylvania Vols., to date July 8, 1864, for making application to be mustered out, by reason of expiration of term of service, after having availed themselves of the veteran furlough granted their regiment, their commands at the time being in front of the enemy:—

Colonel William Rickards, Captain William D. Rickards, Captain William J. Byrnes, and First Lieutenant Joseph Magrigan.

DISMISSALS CONFIRMED.

The orders heretofore issued dismissing the following officers have been confirmed:—

Captain Thomas Dunlap, Jr., 29th Connecticut (colored) Vols., to date June 23, 1864, for being too drunk to attend the court ordered for his trial on a charge of drunkenness.

First Lieutenant John George Hiller, 4th United States colored cavalry, and First Lieutenant George L. Hayne, 4th United States colored cavalry, for having tendered their resignations while under charges, and assigning such as a reason therefor.

First Lieutenant Thomas L. Scott, 70th Ohio veteran Vols., for deserting his command while in front of the enemy, near Kenesaw Mountain, June 19, 1864, for drunkenness, and conduct unbecoming an officer and gentleman.

DISMISSALS REVOKED.

The orders of dismissal heretofore issued in the following cases have been revoked:—

Colonel Lewis M. Peck, 173d New York Vols., and he is restored to his place on the rolls of his regiment.

Captain A. M. Pollard, 38th Illinois Vols., he having been previously exonerated by a military commission of the charge of absence without leave.

Captain B. F. Eyer, 20th Independent battery, New York Vols., and he is restored to his command vice Captain Arthur Weicker, same battery, dismissed.

First Lieutenant Mark Andrews, 20th Independent battery, New York Vols., and he is restored to his command vice First Lieutenant C. J. Chaffield, same battery, dismissed.

Lieutenant Amos Savage, 39th Illinois Vols.

RESTORED TO COMMISSION.

The following officers, heretofore dismissed, have been restored, provided the vacancies have not been filled by the Governors of their respective States:—

Lieutenant-Colonel L. M. Ralston, 109th Pennsylvania Vols., with pay from the date at which he rejoins his command for duty.

Surgeon Josiah Carr, 30th Maine veteran Vols.

DISMISSALS

For the week ending July 16, 1864.

The following officers, to date July 9, 1864, for inefficiency and neglect of duty:

Captain D. S. Malvern, 7th Iowa Cavalry.

First Lieutenant C. M. Fish, 15th Kansas Cavalry.

Second Lieutenant Allen Ellsworth, 7th Iowa Cavalry.

Second Lieutenant F. C. Smith, 15th Kansas Cavalry.

The following officers of the 2d Minnesota Volunteers, to date July 12, 1864, for having, while their commands were in front of the enemy, applied to be mustered out, after having availed themselves of the furlough granted their regiment as veteran volunteers:

Captain J. C. Dourahower.

Captain Charles F. Meyer.

First Lieutenant Hiram Lobdell.

First Lieutenant William W. Wilson.

Second Lieutenant Charles Rampe.

Second Lieutenant Edward Wait.

The following officers, to date July 14, 1864, for the causes mentioned, having been published officially and failed to appear before the Commission:

Absence without leave.

Assistant Surgeon Elmer Nichols, 118th Illinois (Mounted) Volunteers.

First Lieutenant M. Carroll, 99th Pennsylvania Volunteers.

First Lieutenant Benjamin V. Carey, 123d Illinois Volunteers.

First Lieutenant Michael L. G. O'Brien, 23d United States Colored troops.

Second Lieutenant S. L. Savage, 183d Pennsylvania Volunteers.

For failing to report in person, at Fort Snelling, Minnesota, as ordered.

First Lieutenant Eugene L. Townsend, Veteran Reserve Corps.

Disobedience of orders and absence without leave.

First Lieutenant Isaac Addie, 99th Pennsylvania Volunteers.

For failing to report to the Medical Director at Annapolis, Md., as ordered.

Second Lieutenant J. W. Yeaton, 39th United States colored troops.

Conduct unbecoming an officer and gentleman, in refusing to return money taken from a soldier, whom he, while officer of the guard, had caused to be arrested.

Second Lieutenant Henry Harrison, 33d Ohio Volunteers.

Desertion.

Second Lieut. Joseph M. Rosser, 5th Maryland Vols., to date June 8, 1864.

The following officers, to date June 16, 1864, for desertion, having been published officially and failed to appear before the commission:

First Lieut. L. H. Newbold, 188th Pennsylvania Vols.

First Lieut. Charles H. Beine, 188th Pennsylvania Vols.

Second Lieut. Henry M. Field, 36th United States colored troops, to date April 19, 1864.

DISMISSALS CONFIRMED.

The orders of dismissal heretofore issued in the following cases have been confirmed:

Assistant Surgeon A. H. Hayes, 16th Wisconsin Veteran Vols., to date July 1, 1864, for disobedience of orders and absence without leave.

Second Lieut. Donald Gillies, 125th New York Vols., for having tendered his resignation on the ground that a wound received in the battle of Gettysburg has so intimidated him that he has become constitutionally a coward and unfit to lead his company into action.

DISMISSAL AMENDED.

The order of dismissal in the case of Chaplain A. J. Warner, 12th Illinois Cavalry, to date March 23, 1863, has been so amended as to date October 13, 1863.

DISMISSALS REVOKED.

The orders of dismissal heretofore issued in the following cases have been revoked:

Lieut.-Colonel August Otto, 58th New York Vols., and he has been honorably discharged upon tender of resignation, to date April 5, 1864.

Capt. John Ordner, 10th New York Cavalry, he having been killed in battle.

Capt. W. W. Paige, 10th New York Cavalry, he having been reported missing, supposed to have been either killed in battle or captured by the enemy.

Assistant Surgeon J. B. Greene, 5th Rhode Island Heavy Artillery, he having been previously acquitted before a Military Commission of the charge of absence without leave.

SENTENCES OF COURTS-MARTIAL.

TO BE DISMISSED.

The following officers, for the offences named, have been sentenced to be dismissed the military service of the United States, and the sentences have been approved:—

First Lieutenant John Acker, 24th Ohio volunteers, for disobedience of orders, and conduct prejudicial to good order and military discipline; sentence commuted by the President to loss of pay proper for three months.

First Lieutenant Abraham W. Baker, 14th Kentucky cavalry, for selling Government property and converting the same to his own use and benefit; to forfeit pay and make good the loss to Government.

First Lieutenant T. Duffy, 28th Massachusetts volunteers, for conduct unbecoming an officer and a gentleman.

First Lieutenant Miles F. Rose, 160th Pennsylvania volunteers, for conduct unbecoming an officer and a gentleman, and disrespect to his commanding officer.

Major Joseph Peach, 122d Ohio volunteers, for misbehavior before the enemy.

Captain James O. Thompson, 17th Maine volunteers, for disobedience of orders and conduct prejudicial to good order and military discipline.

First Lieutenant Henry Boyce, 16th Maine volunteers, for conduct to the prejudice of good order and military discipline, and conduct unbecoming an officer and a gentleman.

Captain J. K. Herbert, Assistant Adjutant-General U. S. volunteers, for conduct unbecoming an officer and a gentleman.

Captain Andrew J. Barr, Ringgold battalion, Pennsylvania volunteer cavalry, for conduct to the prejudice of good order and military discipline, conduct unbecoming an officer and a gentleman, and embezzlement of Government property; to forfeit all pay, be dismissed the United States service, that the crime, name, and place of abode and punishment of the delinquent be published in the newspapers in and about the camp, and of Washington county, State of Pennsylvania.

First Lieutenant Charles C. Theaker, battery D, 1st Virginia Light Artillery, for conduct unbecoming an officer and a gentleman, and absence without leave.

First Lieutenant Daniel Boyles, 16th West Virginia volunteers, for absence without leave; to forfeiting pay and allowances for the time absent, being thirteen days.

Second Lieutenant Charles Whittaker, 13th Indiana volunteers, for conduct unbecoming an officer and a gentleman (drunkenness).

First Lieutenant Septimus E. Ferguson, 76th Pennsylvania volunteers, for disobedience of orders, conduct unbecoming an officer and a gentleman, using disrespectful language to his superior officer, and conduct prejudicial to good order and military discipline; sentence commuted to a forfeiture of pay for three months.

Colonel David T. Hewes, 3d Virginia volunteers, for cowardice and improper conduct before the enemy, and neglect of duty.

First Lieutenant Royal W. Porter, 27th Illinois volunteers, for conduct to the prejudice of good order and military discipline.

Second Lieutenant William H. Berry, 17th Indiana battery, for conduct unbecoming an officer and a gentleman, and conduct prejudicial to good order and military discipline (horse-stealing).

Captain George O. Marcy, 1st Connecticut cavalry, for conduct unbecoming an officer and a gentleman, and conduct prejudicial to good order and military discipline, with the loss of all pay and emoluments.

Captain John Smart, 25th Illinois volunteers, for violation of the 44th and 45th articles of war, and conduct unbecoming an officer and a gentleman; sentence commuted to a forfeiture of six months' pay proper.

Lieutenant-Colonel W. S. Stewart, 65th Illinois volunteers, for neglect of duty and disobedience of orders, and violation of the 42d article of war.

Captain Emanuel M. Williamson, 73d Indiana volunteers, for drunkenness on duty: the court found him not guilty of the charge and acquitted him, but the proceedings were disapproved, and Capt. Williamson was dismissed the service of the United States by order of the President.

First Lieutenant John L. Walters, 3d Kentucky cavalry, for absenting himself from duty, disobedience of orders, resisting guard, and tyrannical and capricious conduct; dismissal to take place the 15th day of February, 1864.

First Lieutenant William M. Cole, 158th New York volunteers, for enlisting into the service of the United States sailors owing allegiance and in the service of a foreign power, being conduct prejudicial to good order and military discipline, violation of the recruiting regulations, and neglect of duty.

Captain Henry H. O. Kay, 22d battalion (six months) Pennsylvania cavalry, for disrespectful language to a superior officer, conduct prejudicial to good order and military discipline, conduct unbecoming an officer and a gentleman.

Captain Alfred Ransom, 23d Independent Battery, New York volunteers, for disrespectful behavior toward his commanding officer; to be reprimanded in general orders by the commanding general.

First Lieutenant John Devine, 32d Iowa volunteers, for conduct prejudicial to good order and military discipline (ordering the house of a citizen to be burned): sentence to stoppage of one month's pay and allowances, which sentence was not considered adequate to the offence, and the President directed that he be dismissed the service of the United States from the 9th day of February, 1864.

Captain William Millar, 26th Missouri volunteers, for violation of an additional Article of War, approved March 13, 1862 (returning slaves to their masters), conduct prejudicial to good order and military discipline, taking arms from fugitive slaves and giving them to enlisted men of his command, defrauding the United States Government, disobedience of orders, and breach of arrest.

First Lieutenant Hallet B. Spooner, 131st Illinois volunteers, for violating the seventh Article of War, by speaking before enlisted men in a manner encouraging mutiny, and conduct unbecoming an officer; from the 15th day of February, 1864.

Captain Alfred O. Brooks, 29th Massachusetts volunteers, for absence without leave, conduct unbecoming an officer and a gentleman, falsely representing himself to be sick and wounded, and conduct prejudicial to good order and military discipline, and to be utterly disabled to have or to hold thereafter any office or employment in the service of the United States.

Captain Alexander Smith, 1st Kentucky cavalry, for disobedience of orders.

First Lieutenant Simeon Sheldon, Adjutant 27th Illinois volunteers, for using disrespectful and insulting language toward his superior officer, and conduct unbecoming an officer and a gentleman.

Captain Ross Deegan, 162d New York volunteers, for conduct to the prejudice of good order and military discipline (refusing to sign an order issued by the commanding officer of his regiment, as evidence that he had seen and read it, and playing cards with enlisted men), and breach of arrest.

First Lieutenant Phineas A. Clawson, 20th Wisconsin volunteers, for neglect of duty and conduct to the prejudice of good order and military discipline, and sentence to be dismissed the service; sentence commuted to a loss of one month's pay and emoluments.

Second Lieutenant Frederick Smith, 1st Nebraska volunteer infantry, for neglect of duty to the prejudice of good order and military discipline, disobeying the lawful command of his superior officer, and conduct to the prejudice of good order and military discipline.

Second Lieutenant John Disabler, 1st Infantry Missouri State Militia, for neglect of duty to the prejudice of good order and military discipline, disobedience of the lawful command of his superior officer, and conduct to the prejudice of good order and military discipline.

Colonel Thaddeus P. Mott, 14th New York cavalry, for destroying property belonging to an inhabitant of the United States, and conduct to the prejudice of good order and military discipline.

Captain G. W. Gardner, Commissary of Subsistence, United States volunteers, for disobedience of orders.

Colonel A. S. Smith 6th Mississippi volunteers, for conduct unbecoming an officer and a gentleman, and conduct to the prejudice of good order and military discipline.

Second Lieutenant Alfred M. Hutchinson, 1st cavalry Arkansas volunteers, for conduct unbecoming an officer and a gentleman, and prejudicial to military discipline.

Captain John H. Paynter, 6th cavalry Missouri volunteers, for mutiny, being present at a mutiny and not using his utmost endeavors to suppress the same, coming to the knowledge of an intended mutiny and not giving information thereof, without delay, to his commanding officer, offering violence against his superior officer in the execution of his office, conduct to the prejudice of good order and military discipline, and disobedience of orders.

Captain William H. Crockett, 6th cavalry Missouri volunteers, for same.

Second Lieutenant E. J. Burrows, 6th cavalry Missouri volunteers, for same.

Second Lieutenant Luther D. Potter, 6th cavalry Missouri volunteers, for same.

First Lieutenant Robert Porter, 7th infantry Missouri volunteers, for conduct unbecoming an officer and a gentleman, disobedience of the lawful commands of his superior officer, and disobedience of orders.

Captain Samuel Black, Assistant Quartermaster United States volunteers, for neglect and violation of duty, to the prejudice of good order and military discipline, conduct unbecoming an officer and a gentleman, and false swearing to the prejudice of good order and military discipline: with loss of all pay and allowances due or to become due, to pay a fine of \$10,000, and to be imprisoned at such place as the commanding General may designate for the period of two years; the imprisonment to date from the 20th day of September, 1863, the day of his arrest.

First Lieutenant John A. David, 1st United States colored troops, for cruelty to the men of his command and disobedience of orders.

First Lieutenant Albert E. Chester, 1st Ohio cavalry, for absence without leave.

Captain F. W. Utter, 18th Pennsylvania cavalry, for absence without leave.

First Lieutenant B. F. Campbell, 18th Pennsylvania cavalry, for absence without leave.

Second Lieutenant Aaron J. Goodrich, 125th New York volunteers, for drunkenness and conduct prejudicial to good order and military discipline.

Captain Benjamin F. Sells, 122d Ohio volunteers, for conduct prejudicial to good order and military discipline.

Captain Hugh Boyle, 69th Pennsylvania volunteers, for conduct to the prejudice of good order and military discipline.

Captain R. E. Clary, 2d United States cavalry, for conduct unbecoming an officer and a gentleman.

Captain Joseph H. Williams, 1st Pennsylvania reserve cavalry, for neglect of duty while in command of main reserve picket, and disobedience of orders when in command of main reserve picket, with the loss of all pay and emoluments, to date from the 6th day of September, 1863.

CASHIERED.

The following officers to be cashiered:—

Second Lieutenant John Marshall, 24th Ohio Volunteers, for absence without leave and breach of arrest.

Second Lieutenant Andrew Anderson, 96th Pennsylvania Volunteers, for drunkenness on duty, and conduct prejudicial to good order and military discipline.

First Lieutenant William Walsh, 21st Regiment Engineers, Corps d'Afrique, for absence without leave and conduct unbecoming an officer and a gentleman, and to be utterly disabled to have or hold any office or employment in the service of the United States.

Captain Harvey H. Young, Ringgold Battalion, Pennsylvania Cavalry, for signing a false certificate in relation to the absence of an officer, violation of the 36th Article of War, conduct to the prejudice of good order and military discipline, and wrongfully and knowingly disposing of public property of the United States, and to make good the loss and damage, in forage misapplied, which the court assesses at \$26 13; and moreover to forfeit all his pay and be cashiered.

First Lieutenant Augustus Smith, Adjutant 15th Indiana Volunteers, for shooting with intent to kill, and conduct unbecoming an officer and a gentleman.

Captain Seth J. Simmonds, Simmon's Independent Volunteer

Battery, for embezzling Government property, sutlering, enlisting men in the United States service belonging to other commands, making false returns, and making false money, to refund to the United States the sum of \$70 15, and be cashiered.

Second Lieutenant John McDonald, 48th New York Volunteers, for receiving stolen goods, and conduct unbecoming an officer and a gentleman, with the loss of all pay and emoluments now due, and be forever hereafter disqualified from holding any office of trust or profit under the Government of the United States.

First Lieutenant Alban A. Bishop, 118th Ohio Volunteers, for misbehavior before the enemy, and to be forever disqualified from holding any office of trust or profit under the Government of the United States, and that the crime, name, place of abode, and punishment of the said First Lieutenant Alban A. Bishop, be published in the newspapers in and about the camp of the 2d division, 23d Army Corps, Department of the Ohio, and also in the Cincinnati *Gazette and Commercial*.

Second Lieutenant Frank Reynolds, 1st Artillery, U. S. A., Commissary of Masters of the Department of the South, for drunkenness on duty.

Second Lieutenant John G. Dawes, 2d Louisiana Mounted Infantry, for conduct unbecoming an officer and a gentleman.

Captain Joshua F. Reynolds, 9th Regiment, Pennsylvania Reserve Volunteer Corps, for drunkenness and conduct prejudicial to good order and military discipline.

Captain John Harlow, 90th Pennsylvania Volunteers, for drunkenness on duty and conduct prejudicial to good order and military discipline.

First Lieutenant Andrew B. Smith, 87th Pennsylvania Volunteers, for misbehavior before the enemy.

Second Lieutenant Bartholomew Cronin, 82d New York Volunteers, for drunkenness on duty.

Assistant Surgeon John R. McCullough, 82d New York Volunteers, for drunkenness on duty.

First Lieutenant Thomas M. Picken, 3d East Tennessee Cavalry, for drunkenness on duty.

Captain John McMichael, Commissary of Subsistence, second brigade, second division, Eleventh Army Corps, for drunkenness, and conduct to the prejudice of good order and military discipline, and conduct unbecoming an officer and a gentleman.

Captain Samuel Black, Assistant Quartermaster United States Volunteers, for neglect and violation of duty, to the prejudice of good order and military discipline, conduct unbecoming an officer and a gentleman.

Second Lieutenant Peter Reiner, 2d United States Cavalry, for being drunk on guard.

Second Lieutenant James Sweeney, 48th New York volunteers, for drunkenness on duty, and conduct prejudicial to good order and military discipline (becoming intoxicated).

TO BE DISHONORABLY DISMISSED.

The following officers to be dishonorably dismissed the military service of the United States:—

First Lieutenant Thomas Barber, 10th Kentucky cavalry, for absconding himself from his company without leave from proper officers, gross and willful disobedience of orders, encouraging desertion and insubordination, and conduct unbecoming an officer and gentleman.

Captain Clinton Jeffers, 14th Virginia volunteers, for neglect of duty and misbehavior in front of the enemy, in violation of the 52d article of war; sentenced to be dishonorably dismissed the service, the crime, name, place of abode, and punishment of the delinquent be published in the newspapers in and about the camp and of the State of West Virginia; also tried upon the additional charge of breach of arrest, in violation of the 77th article of war: found guilty, and sentenced to be cashiered.

Second Lieutenant Francois Wallenus, Independent battalion, New York volunteers, for conduct prejudicial to good order and military discipline; acquitted by the court, but the proceedings disapproved, and dishonorably dismissed.

Captain Edward R. Stevens, 3d Wisconsin cavalry, for violation of the 5th article of war, speaking in a contemptuous and disrespectful manner toward the President of the United States, and sentenced that he be suspended from rank, pay and emoluments for three calendar months, but upon the recommendation of his commanding general the President directed that he be dishonorably dismissed.

First Lieutenant Edinham T. Hyatt, Adjutant 35th Missouri volunteers, for violation of the 5th article of war, using contemptuous and disrespectful words against the President of the United States, and conduct prejudicial to good order and military discipline.

First Lieutenant Edward Clemmens, 15th Kentucky Volunteer Infantry, drunkenness, and conduct unbecoming an officer and a gentleman; with loss of all pay and allowances, and that he be sent without the department under guard, and be not allowed to enter it again during the war.

First Lieutenant William S. Spriggs, 116th Ohio volunteer infantry, for uttering contemptuous and disrespectful language against the President of the United States, and conduct unbecoming an officer and a gentleman; to forfeit all pay and allowances.

Captain Jefferson Hall, 14th Kentucky volunteer cavalry, for selling Government property and converting the proceeds thereof to his own use and benefit; to forfeit all pay and allowances.

Captain Orlando C. Farquhar, 12d Ohio volunteers, for disobedience of orders, misbehavior before the enemy, and conduct to the prejudice of good order and military discipline; with the loss of all pay and allowances, and to be forever disqualified from holding any office in the military service of the United States.

Second Lieutenant George J. Gelsier, 1st Pennsylvania reserve cavalry, for disrespectful and insubordinate language to his commanding officer, and conduct unbecoming an officer and a gentleman; with the loss of all pay and emoluments.

OTHER SENTENCES.

Joseph A. Kerrigan, Examining Surgeon U. S. volunteers, for violation of recruiting regulations; to be forever disqualified from holding the office of surgeon under the United States Government.

Captain J. C. Slaght, Assistant Quartermaster United States volunteers, for misapplication of public property and neglect of duty; to be suspended from all rank and pay in the service of the United States for the term of one year.

Major Alexander S. Hill, 18th regiment Corps d'Afrique, for conduct unbecoming an officer and a gentleman, and conduct prejudicial to good order and military discipline, and disobedience of orders; to forfeit all pay and allowances now due or that may become due him, to be publicly stripped of his insignia of rank in the presence of all the colored troops at Fort Hudson, La., or such portion of them as can be assembled consistently with the safety of the post, and to be confined as a convict at hard labor on the Dry Tortugas, or such other place as the commanding general of the department may appoint, for the term of one year.

Second Lieutenant Joseph A. Brawner, 8th Missouri Infantry, for misbehavior before the enemy and absence without leave, to forfeit all pay and emoluments now due him, and that he be reduced to the ranks, to serve three years or during the war.

Captain William Shockley, 6th Virginia Volunteers, for absence without leave and conduct prejudicial to good order and military discipline, and to forfeit one month's pay and allowances.

Captain Benjamin Jepson, 10th Connecticut volunteers, for conduct prejudicial to good order and military discipline; to be suspended from rank, pay and emoluments for the period of three months.

Captain Iustus Potts, 3d Infantry, California Volunteers, for conduct to the prejudice of good order and military discipline, to be suspended from rank and pay proper, viz., \$60 per month, for the period of three calendar months.

First Lieutenant Cyrus D. Clark, 2d Cavalry, California Volunteers, for neglect of duty, to the prejudice of good order and military discipline, and to be reprimanded in General Orders by the Department Commander.

Captain W. T. Davis, 55th Ohio volunteers, for conduct prejudicial to good order and military discipline; to be suspended from rank for two months, with loss of all pay and allowances during that period of time.

Captain Joseph H. Barnum, 16th Connecticut volunteers, for neglect of duty to the prejudice of good order and military discipline; to be reprimanded by the commanding officer of his regiment in the presence of his regiment.

First Lieutenant George H. Pierce, 8th Rhode Island artillery, for absence without leave; to forfeit to the United States his pay and emoluments for ten days.

Second Lieutenant Edward G. Tutin, 1st Massachusetts volunteers, for absence without leave; to forfeit all pay and allowances during the time he was absent without leave, and to be publicly reprimanded by the general commanding the Department.

First Lieutenant Simon P. Carrier, 9th company unattached heavy artillery, Massachusetts volunteers, for absence without leave; to be reprimanded by the commanding officer of the post, and to forfeit one month's pay.

NAVY GAZETTE.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON, {
HARPORT ROAD, July 15, 1864.

To the Hon. GIBSON WELLS, Secretary of the Navy:—
Sir:—Captain M. Smith reports, under date of the 12th instant, that he sent in the *Stepping Stones* on the 11th instant a detachment of 75 men from the 3d Pennsylvania artillery, and 50 men from the 10th Connecticut volunteers, in charge of First Lieutenant M. Chambers, 3d Pennsylvania artillery, to a point on the James River, below Dutch Gap, thence they crossed a farm, and there burned the signal station, two mills, two barns, a blacksmith's shop and outbuildings, and a large quantity of grain and agricultural implements, capturing one lieutenant, one sergeant wounded, and twelve men with arms and accoutrements complete. Also, a large torpedo with clock work attachments, the galvanic battery to explode it, and two hundred pounds of powder. The whole was accomplished without loss on our side. I have directed Captain Smith to send me torpedo, which, when received, I will forward to the Bureau of Ordnance, with an explanatory drawing.

I have the honor to be, &c., S. P. LEE,
Acting Rear-Admiral North Atlantic Blockading Squadron.

REGULAR NAVAL SERVICE.

ORDERED.

Second Assistant Engineer E. M. Breese, to take passage to the Pacific Squadron, for duty on the *Lancaster*.

Carpenter John Mills, to the *Junata*.

Passed Assistant Surgeon Edward S. Matthews, to the Naval Academy.

Gunner Benjamin Bunker, to the receiving ship *North Carolina*.

Commander E. Lanier, to examination at Philadelphia and Washington.

Commanders R. W. Meade and John Calhoun, to examination at Philadelphia and Washington.

Assistant Surgeon Charles S. Giberson, to the Naval Rendezvous, 14, State street, New York.

Assistant Surgeon J. H. Clark, to the Navy Yard, Portsmouth, N. H.

Second Assistant Engineer William D. McIlvaine, to duty at New York, as assistant to Chief Engineer Wood.

Paymaster William G. Marcy, as Inspector of Provisions and Clothing, at the Navy Yard, New York.

Paymaster Robert Pettit, as Inspector of Provisions and Clothing, at the Navy Yard, Philadelphia.

Assistant Paymaster James Hoy, Jr., to special duty at New York.

Captain A. K. Long, Commanders B. J. Totten, Henry French, and T. M. Braher, and Lieutenant George W. Doty, to examination at Philadelphia and Washington.

Commodore Frederick Engle, to duty at Washington, D. C., as President of a Board to examine officers, under the act to establish and equalize the grade of line officers of the United States Navy.

Paymaster George A. Sawyer, to the Practice Ship *Sabine*.

Commodore William W. McKee, ordered to duty at Washington, D. C., with Commodore Engle.

Commodore William M. Gladly, and Commodore A. A. Harwood, to duty at Washington, D. C., with Commodore Engle.

Paymaster E. H. Douglas, to take passage to Charleston, S. C., for duty in the *New Hampshire*.

Second Assistant Engineer Isaac S. Tinney; Third Assistant Engineers Henry H. Smith, James W. Hutchinson, Charles F. Marsland, and Thomas Crommey, to the *Susquehanna*.

Lieutenant Henry F. Picking, to the South Atlantic Squadron.

Lieutenant-Commander James Parker, Jr., to command the *Mauve*.

Third Assistant Engineer Henry D. Heiser, to examination at Philadelphia.

Second Assistant Engineer George D. Emmons, to duty at Philadelphia, as assistant to Chief Engineer F. C. Dale.

Second Assistant Engineer M. H. Plunkett, to duty as assistant to Chief Engineer C. H. Baker, at Boston, Mass.

Surgeon H. F. McSherry, to the *Dacotah*.

Lieutenant-Commander William H. Dana, to take passage to Charleston, S. C., for the command of the *Winona*.

Gunner William H. Hamilton, to the Practice Ship *Sabine*.

Captain F. B. Ellison, ordered to examination at Philadelphia and Washington.

Lieutenant-Commander William C. West, to ordnance duty at the Navy Yard, Philadelphia.

Commander A. S. Baldwin, to examination at Philadelphia and Washington.

Third Assistant Engineer George W. Stivers, to examination at Philadelphia.

Paymaster A. J. Clark, to the *Susquehanna*.

Second Assistant Engineer Joseph Walters, to the *Mingo*.

Assistant Surgeon Charles L. Greene, to the Receiving Ship *Ohio*.

Passed Assistant Surgeon A. R. Judson, to the Naval Hospital, Chelsea, Mass.

Commander Benjamin N. Dove, to examination at Philadelphia and Washington.

Assistant Surgeon Robert Willard, to the *Susquehanna*.

Assistant Surgeon J. D. Miller, to the Marine Rendezvous, Philadelphia.

Second Assistant Engineer Thomas Lynch, to special duty at Boston, Mass., under the direction of Chief Engineer Sewell.

Second Assistant Engineer R. S. Thurston, and Third Assistant Engineers Charles H. Mosher, and James M. Clark, to the *Mauve*.

Gunner Eugene Mack, to the Naval Magazine at Chelsea, Mass.

Second Assistant Engineer H. M. Burnett to the *Pawnee*.

Lieutenant-Commander R. W. Scott, to command the *Nyack*.

Sailmaker William N. Maul, to the Mississippi Squadron.

Lieutenant J. P. Pyffe, to examination at Philadelphia and Washington.

DETACHED.

Captain Gustavus H. Scott, from the command of the *De Soto*, and waiting orders.

Lieutenant Edward E. Potter, from the *De Soto*, and waiting orders.

Lieutenant-Commander William K. Mayo, from special duty at New York, and ordered to take passage to Charleston, S. C., for the command of the *Nahant*.

Surgeon Delavan Bloodgood, from the *Dacotah*, and waiting orders.

Commander J. M. Duncan, from the South Atlantic Squadron, and waiting orders.

Gunner John D. Fletcher, from the *Monongahela*, and waiting orders.

Lieutenant-Commander A. W. Weaver, from the command of the *Chippewa*, and waiting orders.

Second Assistant Engineer David Smith, from the *Lancaster*, and ordered North.

Second Assistant Engineer Robert H. Thurston. Acting Third Assistant Engineers Jacob M. Murray and Charles B. Mosher, from the *Chippewa*, and waiting orders.

Second Assistant Engineer James G. Cooper, from the *Odarora*, and ordered to the *Nyack*.

Passed Assistant Surgeon W. R. Richardson, from the Navy Yard, Portsmouth, N. H. and ordered to take passage to Key West, Fla., for duty in the East Gulf Squadron.

Captain William M. Walker, from the command of the *Ozipee*, and waiting orders.

Second Assistant Engineer Theodore Allen, from special duty at New York, and ordered to the *Tunxis*.

Paymaster J. B. Bittenhouse, from duty as Inspector at the Navy Yard, Philadelphia.

Paymaster T. Marston Taylor, from duty at New York.

Lieutenant John R. Bartlett, from the *New Ironsides*, and ordered to the *Susquehanna*.

Commodore Sylvanus W. Gorton, from duty with Rear-Admiral Gregory, and ordered to command the *Susquehanna*.

Passed Assistant Surgeon Frederick E. Potter, from the *Ohio*, and ordered to take passage to Panama, for duty on board the *Narragansett*.

Passed Assistant Surgeon J. H. Macomber, from the Naval Hospital, Chelsea, Mass., and ordered to the East Gulf Squadron.

Passed Assistant Surgeon Edward M. Stein, from the *North Carolina*, and ordered to the Naval Rendezvous, Brooklyn, N. Y.

Passed Assistant Surgeon Arthur Mathewson, from the Naval Rendezvous, Brooklyn, N. Y., and ordered to the *Saco*.

First Assistant Engineer B. B. H. Wharton, from the *Chickopee*, and ordered to the *Lancaster*.

First Assistant Engineer F. J. Lovering from special duty at the South Brooklyn Works, New York, and ordered to the *Chickopee*.

Chief Engineer George H. Johnson, from the *Lancaster*, and ordered North.

Paymaster T. H. Looker, from the *Alleghany*, and settling accounts.

Third Assistant Engineer Miner N. Knowlton, from the *Tag Rag*, and waiting orders.

Third Assistant Engineer William J. Reid, from the *Katahdin*, and waiting orders.

Lieutenant-Commander E. T. McCauley, from the command of the *Tioga*, and waiting orders.

Lieutenant John F. McGlensy, Assistant Surgeon F. L. Du Bois, Second Assistant Engineer W. H. Messinger, and Third Assistant Engineers G. A. Pflty and Henry T. Tapman, from the *Tioga*, and waiting orders.

Assistant Surgeon George H. Cook, from temporary duty on board the *Tioga*, and a leave of two weeks granted, at the expiration of which, to rejoin his vessel in the East Gulf Squadron.

First Assistant Engineer N. B. Stille, from the *New Ironsides*, and ordered to duty at the South Brooklyn Works.

Lieutenant Frank Ellery, from the Naval Rendezvous, Boston, Mass., and on sick leave.

Captain Samuel F. Hazard, from the Naval Rendezvous, Portsmouth, N. H., and ordered to the Naval Rendezvous, Boston.

Passed Assistant Surgeon Edward Matthews, from the Naval Academy, and ordered to the Naval Rendezvous, Providence, R. I.

Passed Assistant Surgeon Henry M. Wells, from the Naval Hospital, Chelsea, Mass., and ordered to the school ship *Sabine*.

Surgeon J. O'C. Barclay, from the Marine Rendezvous, Philadelphia, and ordered to the *Susquehanna*.

First Assistant Surgeon G. B. N. Tower, from special duty at Boston, Mass., and ordered to the *Shenandoah*.

Lieutenant-Commander Henry Erben, from the command of the *Chino*, and ordered to the command of the *Tunxis*.

Chief Engineer J. W. Thompson, from the *Shenandoah*, and on sick leave.

Lieutenant-Commander George Bacon, from the command of the *Tunxis*, and ordered to the command of the *Chino*.

Gunner Burgess P. Allen, from the Naval Magazine at Chelsea, Mass., and ordered to the *Shenandoah*.

Lieutenant-Commander James M. Pritchett, from the Mississippi Squadron, and waiting orders.

Third Assistant Engineer John W. Saville, from the *Miami*, and ordered to the *Junata*.

Lieutenant-Commander Ralph Chandler, from the command of the *Huntsville*, and ordered North.

ORDERS REVOKED.

Lieutenant-Commander Paul Shirley, to command the *Mingo*, and ordered to take passage to Charleston, S. C., to command the *Paul Jones*.

Lieutenant-Commander A. A. Semmes, to command the *Ascutey*, and ordered to Charleston, S. C., for the command of the *Lehigh*.

Carpenter John Hyde, to the *Junata*, and waiting orders.

Commander Wm. Radford, to command the *New Ironsides*, and waiting orders.

RESIGNATIONS ACCEPTED.

Midshipmen William T. Goulette and G. J. Brown, of the Naval Academy, Newport, R. I.

Midshipmen C. M. Payne, W. L. Carpenter, Justin D. Glenn, Charles R. Wilson, and Charles A. Weidman at the Naval Academy, Newport, R. I.

Midshipmen George K. Hattieston and L. J. Lull, of the Naval Academy.

Midshipmen J. M. Bradford, Keyes D. Browne, and James A. Barnes, at the Naval Academy.

PLACED ON FURLOUGH UNTIL FURTHER ORDERS.

Chaplain D. X. Junkin.

PASSED ASSISTANT SURGEONS.

List of medical officers who passed the examination before the Medical Board at Philadelphia, Penn.

Arthur Mathewson.	James H. Macomber.
Archibald C. Roudes.	Edward M. Stein.
Michael Bradley.	H. D. Burlingham.
Adrian Hudson.	Walter K. Scofield.
Newton L. Bates.	Aaron S. Oberly.
James H. Tinkham.	Grove S. Beardsley.
A. W. H. Hawkins.	W. R. Richardson.
E. C. Potter.	James S. Knight.
William O. Lyman.	Henry M. Wells.
Edward S. Bogert.	A. B. Judson.
Edward S. Matthews.	

VOLUNTEER NAVAL SERVICE.

ORDERED.

Acting Master E. M. Baldwin, to the *Sanoma*, South Atlantic Squadron.

Acting Assistant Paymaster Geo. W. Garthwaite, to the *Tunxis*.

Acting Ensign P. O'Connor, to the *Sea Foam*.

Acting Master J. F. Winchester, to the *Ohio*.

Acting Master Norman Penfield, and Acting Ensigns L. B. King and D. F. O'Brien, to the *Sabine*.

Acting Ensign William H. Bullis, to the South Atlantic Squadron.

Acting Second Assistant Engineer Timothy McCarthy, to the *Mingo*.

Acting Assistant Paymaster G. H. Brigham, to the *Kickapoo*, Mississippi Squadron.

Acting Assistant Paymaster D. C. Woods, to the Mississippi Squadron.

Acting Assistant Paymaster Peter H. Taws, to the *Estrella*.

Acting Master William A. Mills, and Acting Ensigns Thomas Stevens and E. M. Clark, to the *Pontiac*.

Acting Assistant Paymasters Louville H. Merrill, Charles S. Halladay and Richard H. Chipman, to instruction at New York.

Acting Assistant Surgeon J. R. May, to the *Daylight*.

Acting Master's Mate William White, to take passage to Hampton Roads, Va., for duty on board the *Shamrock*.

Acting Master's Mate John Broe, to the *Vandalia*.

Acting Master's Mate William R. Cox, to the *Pontiac*.

Acting Ensigns Henry T. Blake and Thomas F. Laycock, to the *Susquehanna*.

Acting Second Assistant Engineer Thomas Heenan, to the *Verben*.

Acting Assistant Paymaster T. McCauley Brower, to the *Tioga*.

Acting Assistant Paymaster George R. Watkins, to the *Alleghany*.

Acting Assistant Surgeon G. A. Bright, to the *Mingo*.

Acting Assistant Surgeon Samuel F. Holman, to the *North Carolina*.

Acting Second Assistant Engineer Samuel V. Stillings, to take passage in the *Circassian* from Boston, Mass., to the East Gulf Squadron for duty on board the *Somerset*.

Acting Master H. P. Conner, and Acting Ensigns E. M. Clark and Charles Nelson, to the *Nyack*.

Acting Assistant Surgeon H. M. Bunliett, to the *Mary Sanford*.

Acting Assistant Surgeon M. C. Drennan, to

Acting Assistant Surgeon W. H. Wentworth, from the *Nyanza* and ordered North.

Acting Assistant Surgeon Woodbury G. Frost, from the *Ohio* and ordered to take passage to New Orleans, La., for duty on the *Nyanza*.

Acting Master Samuel Hall, from the South Atlantic Squadron and waiting orders.

Acting Master Joseph L. Gillett, from the *J. P. Jackson* and waiting orders.

Acting Master James McDonald, from the *Princeton* and waiting orders.

Acting Assistant Surgeon Stephen Cushing, from the *Ohio* and ordered to the Mississippi Squadron.

Acting Ensign Richard Hepburn, from the *Savannah* and ordered to the South Atlantic Squadron for duty on one of the iron-clad vessels.

Acting Ensign A. F. West, from the *Pontotuck* and ordered to the *Pawnee*.

Acting Master A. McFarland, from the *Ohio* and ordered to the *Sabine*.

Acting Assistant Surgeon Scollay Parker, from the Mississippi Squadron and waiting orders.

Acting Assistant Paymaster Gilbert A. Robertson, from the *Chippewa* and settling accounts.

Acting First Assistant Engineer John F. Butler, from the West Gulf Squadron and waiting orders.

Acting Third Assistant Engineer John R. Sherwood, from the North Atlantic Squadron.

Acting Ensigns James M. Crocker, A. J. L. Barker and Henry T. Blake, and Acting Third Assistant Engineer Thomas Heenan, from the *Chippewa* and waiting orders.

Acting Assistant Paymaster Addison Pool, from the *Southfield* and settling accounts.

Acting Master William Hedger, from the *North Carolina* and ordered to the *Vandalia*.

Acting Assistant Surgeon Foster Thayer, from the *Ohio* and ordered to the *Kickapoo*, Mississippi Squadron.

Acting First Assistant Engineer Benjamin F. Bee, from the *Commodore Hull* and permission is granted to enter the Naval Hospital, Union, Mass.

Acting Assistant Paymaster F. J. Painter, from the *Estrella* and settling accounts.

Acting Assistant Paymaster William C. Blackwell, from the *Beauregard* and settling accounts.

Acting Ensign Silas Owen, from the South Atlantic Squadron and ordered to the Potomac Flotilla.

Acting Master Samuel Belden, from the New York Navy Yard and ordered to the *Daylight*.

Acting Second Assistant Engineer James F. Powers, from the *Cambridge* and waiting orders.

Acting Assistant Surgeon Samuel H. Well, from the West Gulf Squadron and waiting orders.

Acting Master's Mate Charles Galasford, from the West Gulf Squadron and a leave of absence for one month granted.

Acting Master's Mate J. N. Kihlbom, from the *De Soto* and waiting orders.

Acting Master's Mate J. A. H. Willmuth, from the South Atlantic Squadron.

Acting Master's Mate J. E. Merriman, from the *Newbern* and ordered to the *I. N. Seymour*.

Acting Master's Mate Samuel E. Adenson, from the Washington Navy Yard and ordered to the Potomac Flotilla.

Acting Master's Mate Edwin V. B. Smith, from the *I. N. Seymour* and ordered to the *Newbern*.

Acting Master L. H. Hill, Acting Ensigns J. G. Koehler, J. O. Shaw and J. H. Barry; Acting Assistant Surgeon Charles Sturtevant, and Acting Second Assistant Engineer C. G. Stevens, from the *Tahoma* and waiting orders.

Acting Second Assistant Engineer George W. Howe, from the *Rescue* and waiting orders.

Acting Master Samuel B. Gregory, from the Potomac Flotilla and ordered to the *Susquehanna*.

Acting Master Samuel Belden, from the *Daylight* and ordered to command the *Pink*.

Acting Second Assistant Engineer Timothy McCarthy, from the *Mingo* and ordered to the *Catalpa*.

Acting Assistant Paymaster W. H. Romaine, from the *Tahoma* and settling accounts.

Acting Third Assistant Engineer John S. Roake, from the *Mary Sanford* and a leave of absence of three weeks granted.

Acting Assistant Paymaster D. Whalen, from the *Honeyuckle* and settling accounts.

Acting Master A. A. Owens from the command of the *Laburnum* and ordered to command the *Catalpa*.

Acting Ensign Sturgis Cener, from the command of the *Mercury* and ordered to command the *Laburnum*.

Acting Master William Fales, from the command of the *J. L. Davis* and waiting orders.

Acting Masters L. C. McIntire, Charles O'Neill and Hamilton Bingham, Acting Ensigns Otis A. Thompson and Samuel Merchant, and Acting Third Assistant Engineer John F. Keneley, from the *Toga* and waiting orders.

Acting Third Assistant Engineer George Luther, Acting Second Assistant Engineer W. H. Morrison, and Acting Masters Charles L. Kingsbury and William H. Maires, from the *Mohawk* and waiting orders.

Acting Master J. W. Magune, from the command of the *Mohawk* and waiting orders.

Acting Assistant Paymaster John T. Lee, from the *Corington* and settling accounts.

Acting Ensign Robert Pennebury, from the *Admiral* and a leave of absence granted for thirty days.

Acting Master Samuel Curtis, from the East Gulf Squadron and waiting orders.

Acting Second Assistant Engineers William D. Peters, from the *Somerset*.

Acting Third Assistant Engineer Patrick Hagan, from the *Somerset*.

Acting Ensign Milton Griffith, from the Mississippi Squadron and ordered to instruction on board the *Savannah* at New York.

Acting Assistant Surgeon Isaac T. Coates, from the *St. Lawrence* and ordered to the Mississippi Squadron.

Acting Third Assistant Engineer William A. Leavitt, from the *Nia* and ordered North.

Acting Second Assistant Engineer William H. Thomas, from the *Fort Donelson* and ordered to the *Nia*, East Gulf Squadron.

Acting Assistant Surgeon W. F. McNutt, from the Mississippi Squadron and waiting orders.

Acting Master's Mate A. G. Borden, from the command of the *Rescue* and waiting orders.

Acting Master's Mate J. H. White, from the *Tahoma* and waiting orders.

Acting Master's Mates William S. Trott, Charles T. Somes and J. E. Lovett, from the *Mohawk* and waiting orders.

APPOINTED.

Joseph Eastburn Welles, Acting Second Assistant Engineer, and ordered to the *Zouave*.

Benoni C. Duplaine, Acting Second Assistant Engineer, and ordered to the *Galatia*.

Thomas F. Croft and John G. Tobey, Acting Assistant Paymasters, and waiting orders.

Heber Chandler Wilkins and Joseph Lythgoe, Acting Third Assistant Engineers and ordered to the South Atlantic Squadron.

Samuel Holman, Acting Assistant Surgeon, and waiting orders.

Erastus Barry, Acting Third Assistant Engineer, and ordered to the *Emma*.

Eliza Hall Bridges, Acting Assistant Surgeon, and ordered to the *North Carolina*.

Isaac M. Altaffer, Acting Assistant Paymaster, and waiting orders.

Morton Eggleston, Acting First Assistant Engineer, and ordered to the *Seymour*.

Morrow P. Lowry and C. A. Robbins, Acting Assistant Paymasters, and waiting orders.

Charles F. Adams, Acting Gunner, and ordered to the *Pontiac*.

Charles Morgan, Acting Master's Mate, and ordered to the Washington Navy Yard.

Charles D. Collom, Acting Assistant Paymaster, and waiting orders.

Joshua A. Chandler, Acting Third Assistant Engineer, and ordered to the *Tallapoosa*.

Robert McAllister, Acting Third Assistant Engineer, and ordered to the *Acute*.

William Smith, Acting Third Assistant Engineer, and ordered to the *Catalpa*.

Gorman Gillman Blake, Acting Third Assistant Engineer, and ordered to the *Mingo* (under circular of October 7, 1863).

Thomas Hannigan, Acting Third Assistant Engineer (under circular of October 7, 1863).

Daniel Weston, Acting Third Assistant Engineer, and ordered to the *Somerset*, East Gulf Squadron.

Franklin C. Warr, Acting Ensign, and ordered to the *Daylight*.

George B. Almy, Acting Ensign, and ordered to the South Atlantic Squadron.

Gustavus H. Home, Acting Assistant Paymaster, and waiting orders.

John H. Foster, Acting First Assistant Engineer, and ordered to the South Atlantic Squadron.

John D. Ferris, Acting Third Assistant Engineer, and ordered to the *Juniper*.

Isaac S. Sampson, Acting Ensign, and ordered to the North Atlantic Squadron.

CONFIRMED.

Acting Ensign James S. Johnson, and ordered to instruction at New York.

Acting Ensign Isaac Severns, and ordered to the bark *Brasiliera*.

Acting Ensign Overton M. Nash, and ordered to instruction at New York.

Acting Ensign James Softley, and ordered to the Potomac Flotilla.

Acting Ensign Robert L. Omensetter, and ordered to the Potomac Flotilla.

Acting Ensigns Charles Wilson and William A. Daley, and ordered to instruction at New York.

Acting Ensign and Pilot George M. Lawrence, and ordered to duty in the North Atlantic Squadron.

Acting Ensigns S. C. Holm, John F. Churchill, O. H. Ballard, John C. Lord and Thomas B. Tucker, Jr., and ordered to instruction at New York.

Acting Master's Mate John Swanson, and ordered to the *Vermont*.

Acting Master's Mates Charles W. Payne, and A. M. Burgher, and ordered to instruction at New York.

Acting Master's Mate Nathaniel B. Walker, and ordered to instruction at New York.

Acting Third Assistant Engineer Jacob Vitinger, and ordered to the Mississippi Squadron.

Acting Master's Mate David M. Stanffer, and ordered to the Mississippi Squadron.

Acting Master's Mate William H. Evans, and ordered to the Mississippi Squadron.

Acting Ensign John Cannon, and ordered to the *Genesee*.

Acting Ensign Charles H. Blount, and ordered to the West Gulf Squadron.

Acting Second Assistant Engineer E. C. Mayloy, and ordered to the *Gelbyburg*.

Acting Third Assistant Engineer Charles Robinson, and ordered to the *Meteor*.

Acting Ensign Henry Curwen, and ordered to instruction in gunnery.

Acting Ensign Peter Heede, and ordered to the *Daylight*.

Acting Ensign D. A. Hoar, and ordered to the Potomac Flotilla.

Acting Ensigns Thomas M. Smith and C. Nichols, and ordered to instruction at New York.

Acting Ensign Daniel Lester, and ordered to the *Daffodil*.

Acting Assistant Surgeon George A. Warren, and ordered to the Mississippi Squadron.

Acting Chief Engineer Nelson Winans, and to remain at his present duties.

Acting Ensigns Joseph W. Munro, William Churchill and John F. Whitman, and ordered to instruction at New York.

Acting Master's Mate John P. Canfield, and ordered to the *Covisip*.

Acting Master's Mate Halsted Hermann, and ordered to the *Isaac*.

Acting Master's Mate Michael H. Burke (under circular of 7th of October, 1863), and ordered to the *G. W. Anderson*.

Acting Master's Mate John C. Palmer (under circular of 7th of October, 1863), and ordered to the *Seminole*.

Acting Master's Mate William P. Dissmore (under circular of 7th of October, 1863), and ordered to the *Glide*.

Acting Master's Mate B. Segersten (under circular of 7th of October, 1863), and ordered to the *Virginia*.

Acting Master's Mate John J. Hubert and waiting orders.

Acting Master's Mate Nathaniel Hall, and ordered to instruction in gunnery.

Acting Second Assistant Engineer Michael O'Reilly, of the Mississippi Squadron.

Acting Masters George D. Little, Eugene Zimmerman, Silas B. Coleman, Edwin F. Brooks and Edward Alford, Acting Ensigns Frank D. Campbell, James E. Ernst, Henry E. Church, Frank Middleton, Isaac P. Neave, George G. Cox, Charles Smith, David Pullman, Richard T. Lampert, John W. Adams, William A. Birchard and Benjamin G. Van Dyke, and Acting Carpenter William Ostermeyer, and ordered to the Mississippi Squadron.

Acting Carpenter William C. Boggs (under circular of October 7, 1863), and ordered to the Mississippi Squadron.

Acting Master William J. Lee and William L. Holcomb, Acting Ensigns E. H. Harrison, John W. Litherbury, Ignatius Daum and Daniel B. Dudley, and Acting Master's Mate William B. Floyd, and ordered to the Mississippi Squadron.

Acting Chief Engineer George W. Atkinson, and ordered to the Mississippi Squadron.

PROMOTED.

Acting Master Frederick John Gover, to Acting Volunteer Lieutenant (*Princess*).

Acting Ensign Lathrop Wight, of the *Mendota*, to Acting Master.

Acting Ensign William E. Thomas, of the *Nahant*, to Acting Master.

Acting Ensign Henry R. Baker, of the *San Jacinto*, to Acting Master.

Acting Ensign John Meyers, of the *Nantucket*, to Acting Master.

Acting Masters James C. Gipson, Henry S. Wetmore and George W. Rogers, to Acting Volunteer Lieutenants, for gallant and meritorious services in the Mississippi Squadron.

ORDERS REVOKED.

Acting Volunteer Lieutenant Henry Eaton, to the *Niagara* and ordered to the *Eutaw*.

Acting Ensign George W. Williams, to the *Shamrock*, and ordered to take passage to Charleston, S. C., for duty in the South Atlantic Squadron.

Acting Assistant Paymaster Frank H. Ames, to the *New Hampshire* and ordered to duty at Fort Royal, S. C., under the direction of Paymaster Douglas.

Acting Master's Mate Dennis Finn, accepting resignation, and is hereby dismissed the Navy of the United States.

Acting Master Samuel B. Gregory, to the *Susquehanna* and to remain in the Potomac Flotilla.

APPOINTMENTS REVOKED.

Acting Gunner Alfred Baxter, of the *De Soto*, cruise having expired.

Acting Third Assistant Engineer S. R. Yeaton, of the *Admiral*.

Acting Assistant Paymaster C. M. Dunham, of the *Forest Rose*, Mississippi Squadron.

Acting Master's Mate Charles D. Duncan.

Acting Master's Mate Norman F. Jenks, of the *Neptune*.

Acting Assistant Surgeon W. B. Wilson, of the *Red Rover*, Mississippi Squadron.

Acting Chief Engineer Samuel B. Goble, of the *Pittsburgh*, Mississippi Squadron.

Acting Carpenter Charles Poplar, of the *Pittsburgh*, Mississippi Squadron.

Acting Ensign Warren Burch, of the *Judge Torrence*, Mississippi Squadron.

Acting Master's Mate S. Jones Phillips, of the *Juliet*, Mississippi Squadron.

Acting Master George B. Almy.

RESIGNATIONS ACCEPTED.

Acting Master William M. Post, of the *Sonoma*.

Acting Ensign J. W. Butler, of the *Supply*.

Acting Volunteer Lieutenant John V. Johnston, commanding the *Forest Rose*, Mississippi Squadron.

Acting Third Assistant Engineer John Ross, of the *Emma*.

Acting Master's Mates Francis Keenan and George H. White.

Acting Master's Mates Edward Aikens and John Locke, of the *Nightingale*.

Acting Master's Mate John H. Locke, of the *Vandalia*.

Acting Ensign James C. Peterson, of the *Champion*, Mississippi Squadron.

Acting First Assistant Engineer William Apperby, of the Mississippi Squadron.

Acting Master's Mate Franklin Chance, of the Mississippi Squadron.

Acting Ensign Charles N. Hall, of the *Pittsburgh*, Mississippi Squadron.

Acting Master Edmund C. Weeks, of the *Tahoma*.

Acting Third Assistant Engineer George S. Thurston.

Acting Master's Mate George W. Eckert, of the *Sonoma*.

Acting Second Assistant Engineer Horace B. Houston, of the Mississippi Squadron.

DISMISSED.

Acting Second Assistant Engineer Charles H. Harrub.

Acting Ensign and Pilot William Headricks, of the *Pink*.

Acting Second Assistant Engineer Joseph Nolan.

Acting Chief Engineer John L. Galagher.

Acting Master's Mate John J. Everhart, of the *Brandywine*.

Acting Master's Mate Charles A. Edgecomb.

MISCELLANEOUS.

The Department revokes its letter revoking the appointment of Acting Master's Mate Charles D. Duncan, and detaches him from the *Pocahontas* and grants a leave of absence for three weeks.

MEDICAL DEPARTMENT.

ASSIGNMENTS.

Assistant Surgeons Corwin B. Frazer, U. S. V., A. B. Prescott, U. S. V., and Assistant Surgeon John Fitzor, U. S. V., to duty at Louisville, Ky.

Assistant Surgeons J. W. Haywood, U. S. V., and R. J. Brown, to duty in the Department of Virginia and North Carolina.

Assistant Surgeon J. T. Brown, U. S. V., to duty in the Middle Department.

Assistant Surgeon Thomas R. Pooley, U. S. V., to 6th Corps Hospital, City Point, Va.

Assistant Surgeon D. K. Brower, U. S. V., to General Hospital, Hampton, Va.

Surgeon Joel Seaverns, U. S. V., to Hospital Transport *Des Moines*.

Surgeon George A. Wheeler, U. S. V., to 9th Corps Hospital, City Point, Va.

Surgeon J. R. Ludlow, U. S. V., as Surgeon in charge, General Hospital No. 3, Nashville, Tenn.

Surgeon A. M. S. Jackson, U. S. V., as Surgeon in charge, General Hospital, Lookout Mountain, Chattanooga, Tenn.

Surgeon George Rex, U. S. V., as President Army Medical Board, for examination of Surgeons and Assistant Surgeons of Colored Troops at St. Louis, Mo.

Surgeon J. B. Morrison, U. S. V., as Surgeon-in-chief 1st Division, 18th Corps, Army of the Potomac.

Surgeon James D. Strawbridge, U. S. V., as Surgeon-in-chief, 3d Division, 18th Corps, Army of the Potomac.

Assistant Surgeon G. W. Edwards, U. S. A., to Hospital Transport *Atlantic*.

Assistant Surgeon George Derby, U. S. V., as Acting Medical Inspector, Department of Virginia and North Carolina.

Surgeon A. H. Thurston, U. S. V., as Surgeon in charge, Grant General Hospital, Willett's Point, N. Y. H.

Surgeon D. P. Smith, U. S. V., as Surgeon in charge, Hospital steamer *Atlantic*.

Hospital Steward Thomas H. Booz, U. S. A., to Department of Washington.

Surgeon William Thresheld, U. S. V., as Surgeon in charge, Sherman Hospital, Nashville, Tenn.

Surgeon F. Meacham, U. S. V., as Surgeon in charge, Depot Hospital, 23d Army Corps, Atlanta, Ga.

Surgeon Alfred Wynkoop, U. S. V., as Health Officer of the Port Royal Guard Ship *Dragon*, Port Royal Harbor.

Assistant Surgeon J. S. Ely, U. S. V., to 6th Corps Hospital, City Point, Va.

Surgeon N. F. Marsh, U. S. V., to General Hospital, Rome, Ga.

Assistant Surgeon C. H. Pegg, 8th N. Y. Artillery, to Convalescent Hospital, Camp Parole, Annapolis, Md.

Hospital Steward C. F. Swallow, U. S. A., to the Department of the Northwest.

Surgeon James G. Hatchett, U. S. V., as Surgeon-in-chief, Staff of General Burbridge, commanding District of Kentucky.

Surgeon C. W. Jones, U. S. V., as Medical Director, 14th Army Corps, Army of the Cumberland.

Surgeon J. H. Grove, U. S. V., to Military Division of the Mississippi.

Surgeon H. P. Stearns, U. S. V., to report to Assistant Surgeon General Wood, Louisville, Ky.

Assistant Surgeon Elliott Cones, U. S. A., as Post Surgeon at Fort Whipple, Arizona.

Acting Assistant Surgeon John E. Beers, U. S. A., to Fort Goodwin, N. M.

Surgeon H. P. Stearns, U. S. V., as Surgeon in charge, Joe Holt General Hospital, Jeffersonville, Indiana.

Assistant Surgeon W. T. Okie, U. S. A., to report to General commanding Department of the Ohio.

Surgeon J. H. Peabody, U. S. V., to Headquarters, District of Colorado.

Assistant Surgeon Theodore A. McGraw, U. S. V., to General Hospital No. 1, Chattanooga, Tenn.

Assistant Surgeon John Homans, Jr., U. S. A., to 1st Division, 19th Army Corps.

Assistant Surgeon C. J. Wilson, U. S. A., to Lincoln General Hospital, Washington.

Assistant Surgeon Clinton Wagner, U. S. A., to General Hospital, Beverly, New Jersey.

Assistant Surgeon W. H. Forwood, U. S. A., to General Hospital, Beverly, New Jersey.

Assistant Surgeon J. T. Calhoun, U. S. A., to 2d Army Corps Hospital, City Point, Va.

Assistant Surgeon W. A. Curtis, U. S. A., to General Hospital, Hampton, Va.

Assistant Surgeon Charles F. Brisbane, U. S. V., to General Hospital, Camp Parole, Annapolis, Md.

Assistant Surgeon M. C. Woodworth, U. S. V., to General Field Hospital, Department of the Cumberland.

Surgeon Meredith Clymer, U. S. V., as Medical Director, Department of the South.

Surgeon David Stanton, U. S. V., as Assistant Medical Director, Northern Department.

Surgeon J. D. Knight, U. S. V., to Artillery Brigade, Department of West Virginia.

Surgeon Abraham L. Cox, U. S. V., to General Hospital, Nashville, Tenn.

Assistant Surgeon Herman Loewenthal, U. S. V., as Surgeon in charge, 1st Division, 5th Corps Hospital, City Point, Va.

Surgeon Samuel W. Gross, U. S. V., as Surgeon in charge, Had-dington General Hospital, Philadelphia, Penn.

Surgeon George H. Hubbard, U. S. V., as Surgeon in charge, General Hospital, near Troy, N. Y.

Hospital Steward J. Nebrich, U. S. A., to the office of the Surgeon General.

MISCELLANEOUS.

Surgeon Glover Perin, U. S. A., relieved from duty at Cincinnati, Ohio, and ordered to Evansville, Ind., to relieve Assistant Surgeon W. C. Daniels, U. S. V., in charge of General Hospital at that place.

Assistant Surgeon W. C. Daniels, U. S. V., ordered to report for duty to the Assistant Surgeon General, at Louisville, Ky.

Surgeon John McNulty, U. S. V., relieved from duty at Louisville, Ky., and ordered to St. Louis, Mo., to relieve Surgeon B. B. Breed, U. S. V., in charge of the Military Prison Hospital at that place.

Surgeon B. B. Breed, ordered to report for duty to the Assistant Surgeon General, at Louisville, Ky.

Medical Cadet Charles M. Hunt, U. S. A., is hereby honorably discharged the service of the United States, to enable him to enter into a contract with the Government as Acting Assistant Surgeon U. S. Army.

So much of Special Orders No. 219, June 25, 1864, from the War Department, as relates to Assistant Surgeon J. B. Greene, 6th Rhode Island Heavy Artillery, is hereby revoked, he having been previously acquitted before a Military Commission, of the charge of absence without leave.

Our attention has at this late day been called to the fact, that in the list of casualties among general officers, published in our Army Gazette of May 28th, the name of Brigadier-General Henry Bohlen was not accompanied, as it should have been, with the asterisk indicating that he was killed in action.

(BUSINESS NOTICE.)

A CARD.—Owing to the enormous advance in the prices not only of the precious metals, but of every other commodity, I find it impossible to continue longer the sale of my Pans at old rates. This I regret exceedingly, as I had hoped to continue without change; but, having to buy gold at the present fabulous prices, this is no longer possible.

My friends and the public will give me credit, however, for having struggled long and hard against the universal pressure to depreciate the Government credit and currency. The advance now made is not enough to cover me, with gold at present rates; should it remain where it is, or go still higher, a further rise in prices must be made. In any case, however, I intend, as heretofore, to sell a better article for less money than it can be bought for elsewhere.

A circular, with engravings of all the sizes, styles, and present prices will be sent on receipt of letter postage. Address

A. MORTON,

No. 25 Maiden Lane, New York.

July 11, 1864.

BUSINESS NOTICE.

We notice that C. S. HUBBARD, of New Haven, Conn., is Agent for "Parson Brownlow's" paper, at \$2.00 per year in advance—cheap enough. Try it a year.

MARRIED.

[Announcements of marriages should be paid for at the rate of fifty cents each.]

DAVISON—WHELAN.—At Bloomingdale, on Wednesday, July 13th, by Rev. Dr. Peters, Lieutenant JAMES DAVISON, United States Army, to Miss EMILY WHELAN, of Huntington, England.

DANA—OVERLAND.—At Hartford, Conn., on Tuesday, July 12th, by Rev. C. B. Crane, Captain G. S. DANA, Signal Corps United States Army, to Miss ALICE W. OVERLAND, of Hartford.

GREENE—STORY.—On Tuesday, July 12th, at the New York Avenue church, Washington, by Rev. Dr. Gurley, ALBERT S. GREENE, U. S. N., to Miss ELIZA STORY, of Indiana.

DIED.

MASON.—At Washington, July 18th, of wounds received on June 11th, Lieutenant PHILIP D. MASON, of the 1st United States Artillery, son of Jonathan Mason, Esq., of Boston, 23 years of age.

BOCKINGHAM.—At his late residence in New York, on the 22nd of June, Acting Second Assistant Engineer N. N. BOCKINGHAM, of the U. S. steamer *De Soto*, of disease contracted on board that ship.

ADVERTISEMENTS.

Advertisements of a character suited to the columns of the JOURNAL will be inserted, to a limited extent, at twenty cents a line each insertion. Advertisers are requested to make their favors as short as possible.

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PROPOSALS FOR

BUILDING AND EQUIPPING TWO FIRST CLASS AND TWO SECOND CLASS LIGHT-VESSELS.

TREASURY DEPARTMENT, OFFICE LIGHT-HOUSE BOARD, WASHINGTON CITY, July 11, 1864.

Separate sealed proposals will be received at this office until 12 M., on Saturday, the 13th of August, 1864, for building and equipping two first class light-vessels of the following dimensions:

Length from after side of stern post to the fore side of main stem, 98 feet; breadth of beam, moulded, 22 feet 6 inches; depth of hold from top of lumber strake to top of beam, 11 feet; tonnage about 232.

Also for building and equipping two second class light-vessels of the following dimensions:

Length between perpendiculars, 81 feet 6 inches; breadth of beam, moulded, 21 feet 6 inches; depth of hold from top of lumber strake to top of beam, 10 feet 6 inches; tonnage about 150.

The white oak to be of the best sea-coast timber, and the yellow pine of the finest grain untapped Southern timber. The printed specifications by which the vessels are to be constructed, and which will, with the drawings and plans, be attached to and form a part of the contracts, can be had on application to the Light-house Board, or to the Light-house Inspector at Portland, Boston, New York, or Philadelphia, at which places, also, the plans and drawings may be seen and examined.

The Board reserves the right to reject any proposal, or to refuse to receive any vessel not built in strict conformity to the terms of the contract; and no contract will be considered binding until it shall have been approved by the Honorable Secretary of the Treasury. No proposal will be received or considered, unless received from persons engaged in ship building, and each offer must be accompanied by the signature of two responsible persons as sureties for the faithful fulfillment of the contract.

Each vessel must be distinctly specified, with the sum for which the bidder proposes to build and equip her according to the drawings and specifications, and a copy of the printed specifications must be enclosed by each bidder, as evidence that there is no mistake as to the object of his proposal.

A drawing of the vessel contracted for will be furnished to the contractor, to which he will be required to adhere strictly; to this end the mould loft lines will be taken off and the mould examined by the superintending officer, who will be assigned to the duty by this Board, with the approval of the Secretary of the Treasury, and who will be required to see that the work executed and the materials used are in strict conformity to the terms and specifications of the contract, and who must certify to the same in writing, before the vessel will be received, and payments authorized to be made.

Persons making proposals to build any of these light-vessels may suggest any change or alterations by which the cost will be lessened, without using informal materials, and in making such suggestions the precise character of the change or alteration will be named, with the amount saved thereby. The proposals for each vessel will state the time required to complete the vessel and deliver it to the agent of the Board at such place as may be agreed upon, the same to be named in the bid. All proposals must be sealed and endorsed "Proposals for building Light-vessels," and then enclosed in another envelope, and addressed to the Secretary of the Light-house Board, Washington, D. C.

No bid will be considered that does not conform to the requirements of this advertisement. Any person submitting a proposal may be present, and witness the opening of the bids at the time and place hereinbefore specified.

By order of the Light-house Board.

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\$400 cash in hand paid each man.
1,000 coalpassers wanted for the navy,

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PROPOSALS FOR TIMBER AND MATERIALS FOR THE NAVY.

NAVY DEPARTMENT,
BUREAU OF CONSTRUCTION AND REPAIR,
June 30, 1864.

Sealed proposals to furnish Timber and Materials for the Navy, for the fiscal year ending June 30, 1865, will be received at the Bureau of Construction and Repair, until 10 o'clock of the 1st day of August 1864, at which time the opening will be commenced.

Proposals must be endorsed "Proposals for Timber and Materials for the Navy," that they may be distinguished from other business letters, and directed to the Chief of the Bureau of Construction and Repair.

The materials and articles embraced in the classes and are particularly described in the printed schedules, any of which will be furnished to such as desire to offer, on application to the Commandants of the respective yards or to the Navy Agent nearest thereto, and those of all the Yards upon application to the Bureau.

This division into classes being for the convenience of dealers in each, such classes only will be furnished as are actually required for bids. The Commandant and Navy Agent for each station will, in addition to the schedule of classes of their own Yards, have a copy of the schedules of the other Yards for examination only, from which may be judged whether it will be desirable to make application for any of the classes of those Yards. All other things being equal, preference will be given to articles of American manufacture.

Offers must be made for the whole of the class at any yard, upon one of the printed schedules, or in strict conformity therewith, or they will not be considered.

Upon application to the Bureau, to the Commandant of the yard, or to any Navy Agent, the form of offer, of guaranty, and other necessary information respecting the proposals, will be furnished.

The contract will be awarded to the lowest bidder who gives proper guaranties, as required by the law of August 10, 1843, the Navy Department reserving the right to reject the lowest bid, or any which may be deemed exorbitant.

The contracts will bear date the day the notification is given and deliveries can be demanded from that date.

Sureties in the full amount will be required to sign the contract, and their responsibility certified to by a United States District Judge, United States District Attorney, Collector, or Navy Agent. As additional security, twenty per centum will be withheld from the amount of the bills until the contracts shall have been completed, and eighty per centum of each bill, approved in triplicate by the Commandants of the respective yards, will be paid by the Navy Agents at the points of delivery, in funds or certificates, at the option of the Government, within ten days after the warrant for the same shall have been passed by the Secretary of the Treasury.

The following are the classes required at the respective Navy Yards.

KITTERY.

Class No. 1, White Oak Logs; No. 2, White Oak Keel and Keelson Pieces; No. 3, White Oak Curved Timber and Knees; No. 4, White Oak Plank; No. 5, Yellow Pine Logs; No. 7, Yellow Pine Beams; No. 8, Yellow Pine Mast and Spar Timber; No. 11, White Pine Plank and Boards; No. 12, White Pine Oak Deck Plank; No. 13, Ash Logs and Plank; No. 14, Ash Oars; No. 15, Hickory Butts; No. 17, Cedar Boards; No. 18, Locust; No. 19, White Oak Staves and Heading; No. 20, Black Spikes; No. 23, Lignumvite; No. 25, Iron round, fat and square; No. 26, Steel; No. 27, Iron Spikes; No. 28, Iron Nails, wrought and cut; No. 30, Lead; No. 31, Tin and Zinc; No. 33, Hardware; No. 34, Tools for Stores; No. 36, White Lead; No. 37, Zinc Paint; No. 38, Colored Paints, dryers; No. 39, Turpentine Varnish; No. 40, Linseed Oil; No. 41, Glass; No. 44, Fish Oil; No. 45, Tallow; Soap; No. 47, Ship Chandlery.

CHARLESTOWN.

Class No. 1, White Oak Logs; No. 2, White Oak Keel Pieces; No. 3, White Oak Curved Timber; No. 4, White Oak Plank; No. 5, Yellow Pine Logs; No. 7, Yellow Pine Beams; No. 8, Yellow Pine Mast and Spar Timber; No. 9, White Oak Boards and Plank; No. 11, White Pine Plank and Boards; No. 12, White Pine Oak Deck Plank; No. 13, Ash Logs and Plank; No. 14, Ash Oars; No. 15, Hickory Bars and Butts; No. 17, Cedar; No. 18, Locust; No. 19, White Oak Staves and Heading; No. 20, Black Spruce; No. 23, Lignumvite; No. 25, Iron; No. 26, Steel; No. 27, Iron Spikes; No. 28, Iron Nails, wrought and cut; No. 30, Lead; No. 31, Zinc, Tin and Solder; No. 33, Hardware; No. 34, Tools for Stores; No. 36, White Lead; No. 37, Zinc Paint; No. 38, Colored Paints, Dryers; No. 39, Varnish; No. 40, Linseed Oil; No. 41, Glass; No. 44, Fish Oil; No. 45, Tallow; Soap and Sweet Oil; No. 47, Ship Chandlery.

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Class No. 1, White Oak Logs; No. 2, White Oak Keel Pieces; No. 3, White Oak Curved Timber; No. 4, White Oak Plank; No. 5, Yellow Pine Logs; No. 7, Yellow Pine Beams; No. 8, Yellow Pine Mast and Spar Timber; No. 9, White Oak Boards and Plank; No. 11, White Pine Plank and Boards; No. 12, White Pine Oak Deck Plank; No. 13, Ash Logs and Plank; No. 14, Ash Oars; No. 15, Hickory Bars and Butts; No. 17, Cedar; No. 18, Locust; No. 19, White Oak Staves and Heading; No. 20, Black Spruce; No. 23, Lignumvite; No. 25, Iron; No. 26, Steel; No. 27, Iron Spikes; No. 28, Iron Nails, wrought, cut; No. 30, Lead; No. 31, Zinc, Tin and Solder; No. 33, Hardware; No. 34, Tools for Stores; No. 36, White Lead; No. 37, Zinc Paint; No. 38, Colored Paints, Dryers; No. 39, Varnish; No. 40, Linseed Oil; No. 41, Glass; No. 44, Fish Oil; No. 45, Tallow; Soap and Sweet Oil; No. 47, Ship Chandlery; No. 48, Ingot Copper.

WASHINGTON.

Class No. 3, White Oak Keel Pieces; No. 11, White Pine Plank and Boards; No. 13, Ash Plank; No. 14, Ash Oars; No. 16, Black Walnut, Cherry and Mahogany; No. 17, Cypress; No. 20, Spruce Pine Spars; No. 22, Poplar; No. 23, Iron, round, fat and square; No. 26, Steel; No. 27, Spikes; No. 28, Nails; No. 30, Lead; No. 31, Zinc, Tin and Solder; No. 33, Hardware; No. 34, Tools for Stores; No. 36, White Lead; No. 37, Zinc Paint; No. 38, Colored Paints; No. 39, Turpentine and Varnish

PROPOSALS FOR MATERIALS FOR THE NAVY.

NAVY DEPARTMENT,
BUREAU OF STEAM ENGINEERING, July 10, 1864.

Sealed proposals to furnish materials for the Navy for the fiscal year ending June 30, 1865, will be received at the Bureau of Steam Engineering, until 10 o'clock of the 12th day of August next, at which time the opening will be commenced.

Proposals must be endorsed "Proposals for Materials for the Navy," that they may be distinguished from other business letters, and directed to the Chief of the Bureau of Steam Engineering.

The materials and articles embraced in the classes named and particularly described in the printed schedules, any of which will be furnished to such as desire to offer, on application to the Commandants of the respective yards, or to the Navy Agent nearest thereto, and those of all the yards upon application to the Bureau.

This division into classes being for the convenience of dealers in each, such classes only will be furnished as are actually required for bids. The Commandant and Navy Agent for each station will, in addition to the schedule of classes of their own yards, have a copy of the schedules of the other yards, for examination only, from which may be judged whether it will be desirable to make application for any of the classes of those yards. All other things being equal, preference will be given to articles of American manufacture.

Offers must be made for the whole of the class at any yard upon one of the printed schedules, or in strict conformity therewith, or they will not be considered.

Upon application to the Bureau, to the Commandant of any yard, or to any Navy Agent, the form of offer, of guaranty, and other necessary information respecting the proposals will be furnished.

The contract will be awarded to the lowest bidder who gives proper guaranties, as required by the law of 10th August, 1843, the Navy Department reserving the right to reject the lowest bid, if deemed exorbitant.

The contracts will bear date the day the notification is given and deliveries can be demanded from that date.

Sureties in the full amount will be required to sign the contract, and their responsibility certified to by a United States District Judge, United States District Attorney, collector, or Navy Agent. As additional security, twenty per centum will be withheld from the amount of the bills until the contract shall have been completed; and eighty per centum of each bill, approved in triplicate by the Commandants of the respective yards, will be paid by the Navy Agents at the points of delivery, in funds or certificates, at the option of the Government, within ten days after the warrant for the same shall have been passed by the Secretary of the Treasury.

The following are the classes required at the respective Navy Yards:

KITTERY, MAINE.

Class No. 1, boiler iron; No. 2, pig iron; No. 3, boiler felt; No. 4, gum packing; No. 5, sperm oil; No. 6, linseed oil; No. 7, lard oil; No. 8, metallic oil; No. 9, tallow and soap; No. 10, engineers' stores; No. 11, engineers' tools; No. 12, engineers' instruments; No. 13, wrought iron pipe; No. 14, valves; No. 15, tubes; No. 16, steel; No. 17, iron nails, bolts and nuts; No. 18, copper; No. 19, tin; No. 20, white lead; No. 21, zinc paint; No. 22, colored paints; No. 23, stationery; No. 24, firewood; No. 25, cotton waste, packing; No. 26, engineers' stores.

CHARLESTOWN, MASS.

Class No. 1, boiler iron and rivets; No. 2, pig iron; No. 3, boiler felt; No. 4, gum packing; rubber hose, No. 5, sperm oil; No. 6, linseed oil and turpentine; No. 7, lard oil; No. 8, metallic oil; No. 9, tallow and soap; No. 10, engineers' stores; No. 11, engineers' tools; No. 12, engineers' instruments; No. 13, steam pumps; No. 14, wrought iron pipe, valves, &c.; No. 15, tubes; No. 16, steel; No. 17, iron nails, bolts, nuts, &c.; No. 18, copper; No. 19, tin; No. 20, white lead; No. 21, zinc paint; No. 22, colored paints; dryers, &c.; No. 23, stationery; No. 24, hickory and ash plank and butts; No. 25, white pine; No. 26, hemp and cotton packing; &c.; No. 27, engineers' stores, &c.

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